The Hong Kong Daily Press.

No. 5596 第五千五百九十六號 光緒乙亥年九月三十日 HONGKONG, THURSDAY, OCTOBER 28TH, 1875. 禮拜四 英十月二十八號 香港 [PRICE $2½ PER MONTH.

Arrivals.

October 26, ESTEPONA, British str., 676, L. B. Hubback, Bangkok 12th October, and Saigon 20th, General.—AH YON.
October 27, NAMOA, British str., 862, G. T. Westoby, Foochow 24th October, Amoy 25th, and Swatow 26th, General.—D. LAPRAIK & Co.
October 27, RAJAH, British str., 359, W. Menzell, Swatow 26th October, General.—HOP HING.
October 27, NORNA, British str., 606, Carl Koch, Swatow 26th October, General.—KWOK ACHEONG.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 27TH.
Westbury, for Port Elizabeth.
Friedrich Hartwig, for Foochow.
Caroline Behn, for Whampoa.
England's Glory, for London.
Jan Peter, for Whampoa.
Cap Horn, for Singapore.

Departures.

October 27, WESTBURY, for Port Elizabeth.
October 27, CHLORIS, for Whampoa.
October 27, BEEMAH, for Bangkok.

Passengers.

ARRIVED.
Per *Namoa*, str., from East Coast:—
Capt. and Mrs. Petrie, Mrs. Sampson, Messrs. Young, Haslam, Playfair, one European, deck, and 30 Chinese.
Per *Estepona*, str., from Bangkok, &c.:—
25 Chinese.
Per *Norna*, str., from Swatow:—
22 Chinese.
Per *Rajah*, str., from Swatow:—
39 Chinese.

DEPARTED.
Per *Westbury*, for Port Elizabeth:—
3 Cabin.

TO DEPART.
The following passengers proceed by the P. & O. Co.'s str. *Geelong*, to-day, at noon:—
For Bombay.—Mr. S. J. David. For Madras.—3 Gun lascars. For Adelaide.—Miss Devine. For Venice.—Mr. T. Fairhurst. For Southampton.—Mrs. T. Mitchell, Mr. Ona Shigatoski, 1 seaman, 1 corporal, 6 privates, 1 woman, and 2 children.

Reports.

The British steamship *Rajah* reports left Swatow on 26th October, and had moderate monsoon and fine weather throughout. In port, the German steamships *Atalanta* and *Penguin*.

The British steamship *Norna* reports left Swatow on 26th October. Had strong N.E. monsoon with thick weather and heavy swell. Passed the steamship *Esmeralda* outside the Suggar Loaf Pass at 2.15 on 26th instant. The steamer *Glengyle* for Shanghai, and str. *Penguin* for Singapore left same day. In port, steamers *Atalanta* and *Hochung*.

The British steamship *Estepona* reports left Bangkok on 12th October. Had fine weather with strong N.E. swell till rounding Padaran on the 15th, then heavy winds and sea from the N.E. On the 17th bore up to Saigon for coals, wind and sea still heavy. Left there on the 20th; from thence to Hongkong strong N.E. winds and sea. Arrived in port at 10 p.m. on the 26th.

The British steamship *Namoa* reports left Foochow on 24th October, Amoy on the 25th, and Swatow on the 26th. Experienced fresh N.E. winds throughout. Passed a steamer, bound North, between the White Dogs and Turnabout. In Foochow, the U.S. gunboat *Ashuelot, Thales, Glengyle* and *Naples*. In Amoy, revenue cruiser *Ling-feng*, H.M.S. *Hart, Consolation, Hatleong, Leonor*. Passed steamship *Douglas*, off Pell Island on the 26th. In Swatow, the steamers *Penguin, Atalanta, Hochung, Glengyle, Rajah*, and *Norna* left same day. The British schooner *Loch Bulch* was lost on Lambardy Island, Formosa; captain's wife and crew arrived in Amoy.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	From.	Date of Arrival.
Craigforth (s)	China Ports	Sept. 10
John Nicholson	Manila	Sept. 10
Glamis Castle(s)	Foochow	Sept. 13
Altona (s)	China Ports	Sept. 13
Cawdor Castle (s)	Hankow	Sept. 14
Sarpedon (s)	Hongkong	Sept. 17

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Atona	Cardiff	April 28
Lanercost	Cardiff	Mch. 29
Prince Louis	Cardiff	May 2
Robert Boak	Falmouth	May 3
Ireno	Hamburg	May 16
Caprera	Philadelphia	June 2
America	Hamburg	June 3
Eastern Monarch	Liverpool	June 17
Mirella	Cardiff	June 20
Caroline Magnus	Liverpool	June 21
Birker	London	June 26
Charger	Cardiff	June 29
Coldstream	London	June 30
Minnesota	Charleston(U.S.)	June 30
Iris	Hamburg	July 7
Meteor	Cardiff	July 8
J. Christian	Cardiff	July 16
America	Cardiff	July 17
Mabor	Cardiff	July 18
Gustav Adolph	Hamburg	July 19
Alfredo	Cardiff	July 23
Boreal	Cardiff	July 24
Hopewell	London	July 30
Stefano	Cardiff	July 30
Leo	Penarth	July 30
Fyen	Newport	July 31
Thingvalla (s)	Antwerp	August 11
Gryfe	London	August 13
Sarah Nicholson	Cardiff	August 17
Paradies	Cardiff	August 20
Marina	London	Sept. 4
Iphigenia	Hamburg	Sept. 4
Antenor (s)	Liverpool	Sept. 7
Christian	Cardiff	Sept. 7
Lotus (s)	London	Sept. 9
Viking (s)	London	Sept. 10
Braemar Castle(s)	London	Sept. 13

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon,
Sundry Goods.

THOS. G. GLOVER,
At 12 noon,
Damaged Cotton.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓%) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10%) only.
WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

To be Let.

TO LET.
THAT Commodious Three-storied HOUSE No. 13, Peel Street, at present in the occupation of Mr. P. B. CAMA. Possession from the 1st proximo.
TATA & Co.
1m 1480 Hongkong, 1st October, 1875.

TO LET.
THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.
Apply to
REMEDIOS & Co.
tf 131 Hongkong, 22nd January, 1875.

TO LET.
Possession on the 1st January, 1876,
THE PREMISES on the Praya, known as Messrs. DENT & Co.'s CENTRAL BUILDING.
ROZARIO & Co.
1587 Hongkong, 25th October, 1875.

TO BE LET,
With Immediate Possession,
THE HOUSE No. 7, Gough Street. Apply to
GIBB, LIVINGSTON & Co.
1473 Hongkong, 29th September, 1875.

TO LET,
With Immediate Possession,
THE Semi-detached RESIDENCES Nos. 1 and 2, WESTBOURNE VILLAS, Bonham Road.
HOUSES on Upper Mosque Terrace.
All with Gas and Water laid on.
Also,
A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to T. G. LINSTEAD.
1464 Hongkong, 28th September, 1875.

TO LET,
With Immediate Possession,
TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co.
The Upper Portion of the PREMISES, No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.
The HOUSE, No. 35, Wellington Street, lately in the occupation of Messrs. ROSE & Co.
The DWELLING HOUSE and OFFICES, No. 1, Stanley Street, lately in the occupation of Messrs. DREYER & Co.
The HOUSES, Nos. 11, 13, and 15, Gage Street.
The DWELLING HOUSE, No. 4, Alexandra Terrace.
The STORE and DWELLING HOUSE, No. 31, Queen's Road, at present in the occupation of Miss GARRETT. Possession from 1st November.
DOUGLAS LAPRAIK & Co.
tf 1550 Hongkong, 23rd October, 1875.

TO LET.
THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET.
SOME HOUSES on PEDDAR'S HILL. No. 2, SEYMOUR TERRACE.
No. 7, GARDEN ROAD, known as "HARPERVILLE."
Apply to
DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 4th October, 1875.

TO LET,
(With Possession on the 1st November,)
THE HOUSE and PREMISES known as "CRAIGELLACHIE," situated on the Bonham Road, lately in the occupation of R. JENSEN, Esq., and now of P. KARBERG, Esq.
Good Stabling. Gas and Water laid on.
Apply to
E. SHARP & TOLLER,
Solicitors.
1523 Hongkong, 11th October, 1875.

TO LET.
A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND........ 100,000 of Dollars.

Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Bellios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | A. McIver, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
6 " 4 "
12 " 5 "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 12th August, 1875.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE,—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.
THE Interest and Responsibility of Mr. FREDERICK CHARLES BROWN in our Firm ceased on the 30th September, 1875.
WILSON, NICHOLLS & Co.
1m 1490 Amoy, 30th September, 1875.

NOTICE.
THE Interest and Responsibility of Mr. JAMES WHITTALL in our Firm ceased on the 30th April, 1875.
Mr. WILLIAM PATERSON was admitted a Partner on the 1st May last, and we have authorized Mr. JOHN BELL IRVING and Mr. JAMES JOHNSTONE KESWICK to sign our Firm.
JARDINE, MATHESON & Co.
1291 Hongkong, 20th August, 1875.

NOTICE.
THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1669

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.
POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

Intimations.

FOR AUTUMN AND WINTER.

SAYLE & CO.

BEG to call attention to their Stock of GOODS (in the following Departments) suitable for the present and coming Seasons.

TAILORING DEPARTMENT.
Black and Blue Berlin COATINGS.
NOVELTIES in CHEVIOTS and HOMESPUNS (suit lengths only.)
A good selection of new Patterns in TROUSERINGS.
A few Vest lengths of Fancy Berlin VESTING.
Thin Blue SERGE, suitable for present wear.
White CRICKETING FLANNELS of various textures.
Oxford TWILL, SILK and WOOL, and ALL WOOL PAJAMA SUITS.
DRESSING GOWNS, &c., &c.
Gentlemen may rely upon their orders being executed with the utmost care and despatch.

OUTFITTING DEPARTMENT.
Latest Shapes in Black and Drab FELT HATS, DRESS HATS, OPERA HATS, SMOKING CAPS.
New designs in SCARVES, including the "Four-in-Hand Club," "Tennyson," "Windsor," "Club House," and others.
COLLARS of various Shapes.
DRESS SHIRTS, with Embroidered Fronts.
LONGCLOTH SHIRTS, with Military Fronts.
Regatta and Oxford TWILL SHIRTS, a large assortment of Patterns.
White and Colored MERINO and CASHMERE UNDER-VESTS and PANTS.
SILK, BALBRIGGAN, White and Fancy COTTON, and MERINO SOCKS.
Knickerbocker STOCKINGS for Shooting.
HANDKERCHIEFS, Plain and Hemstitched.
White, Turkish, Honey-comb, and other TOWELS.
Bath BLANKETS.
Patent DRESS and KID SHOES.
Single and Double Sole BOOTS.
Sole LEATHER OVERLAND TRUNKS, with Trays.
SOUTHGATE'S PATENT OVERLAND TRUNKS, with Trays.
PORTMANTEAUS, COAT CASES, Gladstone and Brief BAGS.
CANVAS BAGS for Soiled Linen for Travelling.
WALKING STICKS.
MEERSCHAUM PIPES, CIGAR TUBES, &c., &c.

SAYLE AND CO.,
VICTORIA EXCHANGE:
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

FOR SALE.
DWELLING HOUSES No. 1 and No. 2, St. John's Place.
Apply to
S. E. BURROWS & SONS.
653 Hongkong, 1st May, 1875.

ED. CHASTEL,
WINE AND SPIRIT MERCHANT,
17, WYNDHAM STREET,
Next to the "Daily Press" Office.
N.B.—Price Lists and Samples on application.
935 Hongkong, 16th June, 1875.

FOR SALE.
THE YACHT "*NAOMI*," as she now lies at East Point, with SPARS, SAILS, RIGGING, and LEAD BALLAST, complete.
If required, the Ballast will be Sold separately.
For Particulars, apply to
L. L. BUSH.
tf 1369 Hongkong, 7th September, 1875.

NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1875.

NOTICE.
LOW LEONG KENG, late of Singapore, but formerly of Chee Hung in the district of Ku Yoe Cheung in China, *deceased*. WHEREAS the said LOW LEONG KENG, by his last Will and Testament, gave and bequeathed his residuary Estate and Effects unto his present son, LOW QUEI SEW, and any other son or other sons he might have living at his death, whether by his second or any other wife or wives, and whether such sons should be illegitimate according to English Law or custom or not, and by the same Will certain legacies were given to each of the daughters of the said deceased, NOTICE IS HEREBY GIVEN, Pursuant to a decree of the Supreme Court of the Straits Settlements (Division of Singapore) made in the cause of LOW QUEI SEW, an infant, Plaintiff, versus LOW SOON WAN NEO, Executrix of the last Will and Testament of the said LOW LEONG KENG, deceased, Defendant, the Persons claiming to be sons or daughters of the said LOW LEONG KENG living at the time of his death, on the 18th day of February, 1873, or to be the legal personal representatives of such of the said sons and daughters as, having survived the said deceased, and attained the age of 21 years, are now dead, on or before the 1st day of November, 1875, to come in and prove their Claims before the Registrar of the Supreme Court of the Straits Settlements (Division of Singapore), or, in default thereof they will be peremptorily excluded from the benefit of the said decree.
Dated this 12th day of August, 1875.
C. E. VELGE,
Registrar.
AITKEN, DONALDSON & BURKINSHAW,
1320] *Attorneys of the above-named Plaintiff.*

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 395

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

Auctions.

PUBLIC AUCTION.
THE Undersigned will Sell by Public Auction,
THIS DAY,
the 28th October, 1875, at Noon, at his Sale Rooms, Queen's Road,—
Cases Key GIN.
" —COGNAC.
Casks India PALE ALE.
2 Cases Crystalized SUGAR.
Casks PORTLAND CEMENT.
Hubback's Green and White Zinc PAINT.
MARINE and OPERA GLASSES.
Assorted Size Brass Flush BOLTS.
Kerosine Hanging LAMPS and CHANDELIERS.
REVOLVERS.
Bees' WAX.
Letter PAPER.
MEERSCHAUM PIPES.
Smoking TOBACCO, in Tins.
Toilet and Bar SOAP.
Colored and White Crape FLANNELS, UNDERSHIRTS, Wool SOCKS, &c., &c.
An Invoice of Reading LAMPS.
An Invoice of Ready-made CLOTHING.
Also,
16 Mille Snider Rifle CARTRIDGES, delivery to be taken from Stone-cutter's Island.
And Sundry other GOODS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1595 Hongkong, 27th October, 1875.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, at East Point Godowns,
THIS DAY,
the 28th October, 1875, at Noon,
(On account of the concerned),
24 BALES COTTON,
More or less damaged by Sea Water, ex *Morro Castle*, from Kurrachee.
TERMS OF SALE.—Cash on delivery in Hongkong Currency at 7.1.7.
THOS. G. GLOVER,
Auctioneer.
1588 Hongkong, 25th October, 1875.

GENERAL WEEKLY SALE.
LANE, CRAWFORD & Co. will Sell by Public Auction, at their Sale Room, Praya,
TO-MORROW,
the 29th October, 1875, at Noon,—
MORTON'S SAUCES, PICKLES, ONIONS, SARDINES, BISCUITS.
Sailors' KNIVES, PERFUMERY, Brown Windsor SOAP, TABLE LAMPS, GLASS SHADES, CLOCKS, BUNTING.
An Invoice of CANTON PORCELAIN FLOWER-VASES, TEA CUPS and SAUCERS.
10 Casks Panillac CLARET.
Iron and Galvanized TUBING, ¼ inch to 1½ inch.
And
Old COPPER, BRASS, TIN, IRON, LEATHER, and CANVAS.
&c., &c., &c.
TERMS OF SALE.—Cash on delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1601 Hongkong, 28th October, 1875.

PUBLIC AUCTION.
THE Undersigned has received instructions from Messrs. RUSSELL & Co. to Sell by Public Auction, at their Godowns (East Point), on
SATURDAY,
the 30th October, 1875, at Noon,—
A Quantity of OREGON PINE TIMBER, from 1 inch to 4 inches, in Lots to suit Purchasers.
TERMS.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
CHAS. H. MORGAN,
Auctioneer.
1592 Hongkong, 26th October, 1875.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, unless previously disposed of by Private Contract, on
THURSDAY,
the 4th November, 1875, at 2 o'clock P.M., on board,—
The British Brigantine
"*ANNIE MURIEL,*"
of 215 Tons Register, Carrying Capacity 4,800 Piculs dead weight, on 13½ feet draught, as she now lies in this Harbour, off Wanchi.
The HULL, SPARS, RIGGING, One ANCHOR and CHAIN will be Sold in One Lot.
Spare ANCHORS and CHAINS, STORES, FURNITURE, SAILS, &c., in Separate Lots.
The Vessel was built in Hamburg of Hardwood, Coppered and Copper-fastened.
For Further Particulars, apply to the Undersigned,
TERMS OF SALE.—Cash on the fall of the hammer. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1596 Hongkong, 27th October, 1875.

FOR SALE.
THE BUILDINGS, situated in Shelley and Elgin Streets, known as Club and Theatre, LUSITANO DE HONGKONG, LIMITED, together with FURNITURES, SCENERIES, &c., &c.
Apply to
J. A. BARRETTO,
A. F. ALVES, } *Liquidators.*
A. G. ROMANO,
11d 1576 Hongkong, 21st October, 1875.

MANCHESTER FIRE ASSURANCE COMPANY.
THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20% allowed.
HOLLIDAY, WISE & Co.,
Agents.
48 Hongkong, 8th January, 1875.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
CHAS. H. MORGAN,
Agent.
1y 944 Hongkong, 18th June, 1875.

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20%) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

Intimations.

JUST RECEIVED.
GENTLEMEN'S FRENCH BOOTS.
COLOGNE WATER and GENERAL PERFUMERY, from ED. PINAUD & Co.
SILK UMBRELLAS.
Double FOWLING-PIECES.
REVOLVERS.
DE SAINT MARCEAUX ET CIE.'S CHAMPAGNE, Carte Noire and Carte Blanche.
Fresh SALAD OIL, best brand, at $4.50 per dozen.
Old Cognac BISCUIT DUBOUCHE (large bottles.)
Dépôt de la Compagnie Fermière de Vichy, any Springs, at $8 per doz.
French PRESERVES, in Glass.
A good Breakfast CLARET, at $2.50 per dozen.
GRAND VIN DE SILLERY, at $12 per dozen.
CLARET, in Casks, &c., &c., &c., at very moderate prices.
L. THEVENIN,
44, Queen's Road, and 11, Stanley Street.
1183 Hongkong, 24th September, 1875.

FOR SALE.
LETTS' DIARIES for 1876, in every variety.
LANE, CRAWFORD & Co.
tf 1560 Hongkong, 19th October, 1875.

MAC EWEN, FRICKEL & Co.
HAVE FOR SALE,
EX LATE ARRIVALS,
Sandringham TRUNKS, Assorted Sizes.
PATENT KNIFE and FORK CLEANING MACHINE.
Registered FIRE GRATES, Large Assortment.
FENDERS and FIRE IRONS, do.
Japanned WAITERS, in New Designs.
do. COAL SCOOPS, do.
DESPATCH BOXES, Assorted Sizes.
MALVERN and SPONGE BATHS.
FAIRBANK'S PLATFORM SCALES.
BLOCK TIN TEA KETTLES.
do. TEA and COFFEE POTS.
SARGENT'S Ship's CABOOSES.
SOFT SOAP.
BLUE LIGHTS.
Complete Sets of GLASSWARE, New Patterns.
MANILA CIGARS.
SHELLAC, Finest Orange Quality.
ENGLISH GLUE.
PORTLAND CEMENT.
Best ENGLISH BUNTING, All Colours.
GLENFIELD STARCH.
WASHING BLUE.
POTASH. CHLORIDE OF LIME.
Colonial, Sperm, and Stearine Moon CANDLES.
Side LAMPS with Oil and Paraffin Burners.
COPPER BULLSEYE LANTERNS.
Japanned do. do.
COPPER GLOBE LAMPS, Green Glass.
do. do. Ruby do.
CANVAS DELIVERY HOSE.
INDIA-RUBBER SUCTION and DELIVERY HOSE.
SHEET RUBBER.
TUCKS' PACKING.
Ship's WATER CLOSETS.
GINGER WINE.
BROWN & POLSON'S CORN FLOUR.
DANISH and AMERICAN BUTTER, in Tins and Bottles.
ENGLISH and AMERICAN HAMS.
ENGLISH and AMERICAN BACON, in Canvas and Tins.
342 Hongkong, 1st October, 1875.

NOTICE.
A PORTUGUESE Young Man, well conversant with Commercial Transactions in all their Branches, and thoroughly versed in the English, French, Spanish, and Portuguese languages, is desirous of obtaining Extra Work either in the evening or morning.
Address "J.," care of this Paper.
tf 1491 Hongkong, 4th October, 1875.

DANISH CONSULATE,
Hongkong, 13th August, 1875.
NOTICE is hereby given, that Charts of Hongkong, showing the track of the GREAT NORTHERN TELEGRAPH COMPANY'S CABLE have been placed in the Harbour-master's Office, as well as in this Consulate, for the information of Shipmasters and Pilots. If any vessel should accidentally get hold of the Cable and bring it to the surface, the Master is requested to do all in his power to clear it without damaging it.
The following is the exposé of the track of the Cable:—
On the Island of Hongkong the Company's Cable is landed in the middle of Deep Water Bay, from where it runs about South midway between Middle Island and Hongkong Island, round Round Island, curving S.E. and E. midway between Tytam Peninsula on Hongkong Island and Lochau Island, and midway between Tylong Head (Cape d'Aguilar) and Soon Kong, from which place it runs East for about a hundred miles, then gradually bending Northward in a distance 25 to 30 miles off the coast of China.
At 25 miles S.S.E. of Chapel Island a Cable branches off, and runs N.N.W. two miles to the Northward of Chapel Island between Woo Seu and Chanchat Rocks, close to the North of Taing Seu, close to the North of Taepan Shoal, and close under Taepan Point, from where it runs in a straight line to the landing place, which is just inside the Southern Point of the Island of Kulanu Seu.
From 25 miles outside Chapel Island the Cable runs N.E. about 30 miles outside Chimmo, 15 miles off Turnabout, 30 miles off Tung Ying, from which place it bends more Northward, 35 miles off Pih Ki Shan, 20 miles off the Hie Shan Islands, 30 miles off Tong Ting to North of the Leuconna Group, where it rounds and turns West until it, at a point midway between the Northernmost Island of the Chin San Group, runs within a mile South of Davis Islands and S.W. and W. of Morrison Island up to Gutzlaff, where it is landed on the South West side.
Starting from the same place on Gutzlaff two Cables follow the East and North side of the Yangtsze River's South Bank, as near inshore on the bank as possible right up to Pheasant Point, where they turn into the Woosung River along the right bank until they cross the Woosung River close beneath the Bar Marks, and are landed on the left Bank at the Company's Station.
From Gutzlaff the Cable to Nagasaki is running S.E. midway between Napier's and Bonham's Islands, and midway between Bonham and Brooke's Islands, then Easterly, North of Childer's Rock and four miles South of Barren Islands, from which place it runs in a straight line about E.N.E. till midway between Pallas Rock and Meac Sima (Asses Ears) on the coast of Japan.
H. KLÆR,
Acting Consul.
1326]

NOW ON SALE.
THE "CHRONICLE & DIRECTORY"
FOR 1875.
Apply at THE DAILY PRESS OFFICE.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
187, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.
THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

Intimations.

CHINA AND JAPAN MARINE INSURANCE COMPANY.
THE Adjourned Extraordinary MEETING of Shareholders, held this day, has been re-adjourned until TUESDAY, the 16th November next, at 2.30 P.M.
By Order of the Court of Directors,
JOHN DUNN,
Acting Secretary.
21d 1591 Shanghai, 19th October, 1875.

JUST RECEIVED, and for SALE, a Small Invoice of the following:—Delicious BALE FRUITS, Preserves, and Syrup, Taparce Jam in Jars, Mustard Oil in Bottles. Apply to
J. M. GUEDES, JR.,
Queen's Road Central.
1538 Hongkong, 14th October, 1875.

NOTICE.
A YOUNG MAN, thoroughly conversant with BOOKKEEPING in all its Branches, is desirous of obtaining Employment, either permanently or for a few hours daily, in posting Books, making up Accounts, &c.
Address "A.," *Daily Press* Office.
1409 Hongkong, 17th September, 1875.

CHARLES S. STOKES,
CHEMIST,
VICTORIA DISPENSARY,
HONGKONG.
ESTABLISHED 1865.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD.
(Will be absent until about November 1st.)
tf 247 Hongkong, 13th September, 1875.

STEAM LAUNCH FOR HIRE.
TO be LET for Towing or Picnics, the large, powerful Steam Launch *CUM LOONG*. Superior accommodation. Terms moderate.
Apply to TUNG KEE & Co.,
33, Praya Central.
6m 1459 Hongkong, 27th September, 1875.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.
THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000 at the usual rates subject to an immediate discount of 20%.
Attention is invited to a considerable reduction in premia for Life Insurance in China.
Life Policies effected during the year 1875, Share in the Bonus to be declared on 31st December for the quinquennial period then ending.
A. MACG. HEATON.
1465 Hongkong, 27th September, 1875.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.
THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓%) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT.
SIEMSSEN & Co.,
Agents.
tf 1028 Hongkong, 1st July, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
Established 1809.
CAPITAL—£2,000,000.
THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20%).
GILMAN & Co.,
Agents.
tf 1063 Hongkong, 7th July, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.
NOTICE.
ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. 33⅓% on Local Risks only.
RUSSELL & Co.
Agents.
tf 1800 Hongkong, 4th June, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20% on the premia.
EDWARD NORTON & Co.,
Agents.
tf 8 Hongkong, January, 1875.

BATAVIA SEA AND FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1 Hongkong, 1st January, 1874.

PHŒNIX FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

PHŒNIX FIRE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

Intimations.

FOR AMOY *(Direct.)*
THE Spanish Steamer
"ZAMBOANGA,"
Arechavala, Master, will have immediate despatch for the above Port.
For Freight or Passage, apply to
REMEDIOS & Co.
1602 Hongkong, 28th October, 1875.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, *via* SUEZ CANAL.
THE Company's Steamship
"AGAMEMNON"
will be despatched on or about the 10th Nov.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1600 Hongkong, 28th October, 1875.

FOR TAKAO AND TAMSUI.
THE Schooner
"MARIE,"
expected immediately, will have quick despatch for the above-named Ports.
For Freight, apply to
BIRLEY & Co.,
Agents.
1598 Hongkong, 27th October, 1875.

LOST,
A LARGE BLACK and WHITE (Mottled) DOG, answers to the name of "DRAKE." Any one returning him to the Undersigned will be suitably rewarded.
J. J. TURNER,
Messrs. BUTTERFIELD & SWIRE,
Queen's Road.
1599 Hongkong, 28th October, 1875.

NOTICE.
DR. STOUT begs to announce to Friends and Patrons his return to Hongkong.
No. 1, Alexandra Terrace,
Hongkong, 26th October, 1875. [1593

CHARLES BAAR,
PROFESSOR OF LANGUAGES,
No. 5, HOLLYWOOD ROAD.
LESSONS given in FRENCH, GERMAN, and MATHEMATICS.
Letters may also be addressed to the care of the *Daily Press* Office.
1m 1575 Hongkong, 21st October, 1875.

CANTON RACE CLUB, 1875.
RACES will take place on Thursday and Friday, 16th and 17th, and ENTRIES will CLOSE on WEDNESDAY, 1st December.
For the Committee,
A. A. LIND.
2m 1548 Canton, 16th October, 1875.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

PATENT SLIP & DOCK COMPANY
AND
NOVELTY IRON WORKS,
No. 32, PRAYA WEST.
MACHINE, BOILER, AND BLACKSMITH SHOPS,
IRON AND BRASS FOUNDERS.
THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.
A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.
H. C. BAILIE,
Manager.
Office, Novelty Iron Works, Praya West,
Hongkong, 26th July, 1875. [6m 1148

STORAGE.
COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

CHINA FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1874.
SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of *Twenty-five per cent.* (25%) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JAS. B. COUGHTRIE,
Secretary.
3m 1181 Hongkong, 1st August, 1875.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1874.
SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending, 31st December last, in order that the Distribution of TWENTY PER CENT. (20%) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
4m 1021 Hongkong, 1st July, 1875.

SUN FIRE OFFICE.
THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20%) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 26th August, 1874.

Notices to Consignees.

S.S. "*TIGRE.*"
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo per S.S. *GANGE*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained from SATURDAY, the 23rd inst., at Noon.
Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY, the 22nd inst.
Bills of Lading will be countersigned by the Undersigned.
Goods unclaimed after THURSDAY, the 28th inst., at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.
C. BERTRAND,
Principal Agent.
1582 Hongkong, 22nd October, 1875.

BRITISH SHIP *CHUSAN*, FROM LONDON.
CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
MELCHERS & Co.,
Agents.
7d 1562 Hongkong, 20th October, 1875.

BIRTHS.

On the 14th instant, at the "Hermitage," Hongkong, the wife of DANIEL EDMUND CALDWELL, of a daughter, stillborn.

At Hongkong, on the 19th instant, the wife of E. F. DE SOUZA, Esq., of a daughter.

On the 23rd instant, at Canton, the wife of ALFRED HUTCHISON, Esq., of a son.

MARRIAGE.

At Union Church, Hongkong, on the 21st instant, by the Rev. James Lamont, JOHN JACK, to HANNAH KEZIAH WRIGHT-CASS, daughter of the late Thomas Cass, Jersey, and niece of the late Captain William Wright, London and South-Western Steam Packet Co., Southampton.

NOTICE TO CORRESPONDENTS.

No notice can be taken of anonymous communications. Whatever is intended for insertion must be authenticated by the name and address of the writer; not necessarily for publication, but as a guarantee of good faith.

Correspondents are respectfully requested to write on one side of the paper only.

The Daily Press

HONGKONG, OCTOBER 28TH, 1875.

HER Britannic MAJESTY'S Minister in China has said too much or too little—too much to give satisfaction if he has no more to tell; too little if he has further particulars to relate. He has endeavoured, seemingly, to allay curiosity, and has succeeded in increasing it. What he condescended to allow to be made public has but provoked the inquiry—Is this all? Well may the question be asked. For eight months negotiations have been proceeding, and with what result? From what can be made out, it appears that an investigation in Yunnan, direct communication with the Boards, an Embassy to England (which is no concession at all), and a promise that inquiries shall be made and a Report prepared on the question of the taxation of foreign trade, on which, if necessary, modification of existent conditions may be negotiated, comprise the total. If any other concession has been gained, Mr. WADE has yet to reveal it. It is needless to remark that the more people unlearn concerning the late negotiations, the more surprised and indignant they become. It was very generally believed, a short time back, that on this occasion, at least, Mr. WADE was to maintain a determined stand—that, having presented his demands, he was instructed to insist upon their concession to the letter, and that no part of his programme was, on any consideration, to be abandoned. It is now feared that some of the most important of those demands have been negatived by the Chinese Government.

Passing over for the present, however, what is feared, we turn to what is known on authority. Mr. WADE has authorised Mr. Consul MEDHURST to state, for the information of HER MAJESTY'S subjects, "that arrangements have been made which enable me to allow Mr. GROSVENOR to proceed without farther delay to Yunnan, in order that he may be present at the investigation of the circumstances of the attack on Colonel BROWNE'S Mission and the murder of Mr. MARGARY." Without pausing to notice the felicitous style of this truly official communication, it may be added that supplementary intelligence, *viâ* REUTER, states that Messrs. GROSVENOR AND BABER left Shanghai on the 24th instant, and are now, it is to be supposed, at last on the road to the scene of the outrage which was the primary cause of the recent difficulty. Mr. WADE thinks that the announcement of the departure of the Commission will set at rest some apprehensions. Possibly; but it will just as likely rouse others of another kind. The expedition is, in spite of the protection so ostentatiously extended by the Chinese Government, fraught with great danger to the gentlemen despatched on it. According to Chinese accounts, as well as those received from other sources, the province of Yunnan is on the verge of active rebellion, the population bitterly hostile to foreigners, and the chief criminal at the head of a large army, prepared, if need be, to set the Government of Peking at open defiance. To allow them to proceed on their mission at the present juncture seems folly, if not worse, and is on all accounts to be regretted. More especially is this the case, as, through the lapse of so many months, it will be extremely difficult, if not utterly impossible, to fix the crime upon any one who can be reached. The best that can be hoped for is that some poor wretches will made to undergo vicarious punishment for the real culprits, and the Chinese Government will then declare that so many men have lost their heads for the murder of a British official, and that justice has therefore been satisfied. The torture and death of a number of poor ignorant men who may probably have never even seen the murdered MARGARY will be poor satisfaction to the British public, whatever Mr. WADE may think, and however he may express himself on the matter.

We have before remarked on the announcement made by Mr. WADE with regard to the grand concession he has extorted from the Chinese Government relating to that taxation on foreign trade. But on the occasion we had only perused the telegraphic summary of his statement to Mr. MEDHURST. There are some further points in it worthy of comment. After denying that he has signed any new convention concerning British trade, and announcing that he had availed himself of the opportunity afforded by the negotiations to insist upon a stricter observance of the various Treaty provisions, notably those bearing on the taxation of trade, Mr. WADE says:—"Were the conditions of the Treaty, as it stands, to be fulfilled, there would, of course, be no occasion for a convention. Were it shown to be expedient to modify the existing conditions of the Treaty affecting trade, a convention would be doubtless necessary." In the former sentence Mr. WADE casts a reflection upon his own conduct during the years he has occupied his present extremely responsible post. There would, he intimates, be little cause for complaint if the Treaties were observed. Surely it is the express business of HER MAJESTY'S Representative to see that no encroachments are made, no injurious restrictions imposed upon trade, in violation of the Treaty. It is true this may have been done in defiance of Mr. WADE; but was it not his duty to make such strong representations to the Chinese Government as would have compelled them to give their attention to the matter? It has been proved to demonstration that it is both necessary and expedient for "the existing conditions of the Treaty affecting trade" to be modified. It was generally hoped that the present occasion would be used to right the wrongs and grievances of years, and render it impossible for the Chinese ever again to heap illegal burdens on the back of foreign trade. That expectation has been bitterly falsified: with all the testimony before him, Mr. WADE fails to see that any modification of the Treaty is needed. For our part, we fail to see the force of his asseveration that no convention could be operative negotiated by him single-handed. Does he forget that the trade of Great Britain with China amounts to at least four-fifths of the foreign commerce of the Central Kingdom? Here is indeed a fall. Never has a greater blow been given by a British official to British prestige than this. Where are the fruits of England's costly wars if it has come to this pass? Was all the blood spilt and the treasure expended merely to place her on an equality with other powers whose interests in China combined represent scarcely a quarter of hers? Such was certainly not the intention of the British Government at that time. The confession of such a policy cannot but have a deplorable effect in weakening British influence in China, and is calculated to bring about new difficulties with her.

The British schooner *Loch Bulsh* has been lost on Lambay Island, Formosa. The captain, his wife, and crew, reached Amoy in the *Hailoong*.

We beg to acknowledge the receipt, from the acting Colonial Secretary, of an extended account of the Philadelphia International Exhibition of 1876, extracted from *The Times* of July 24th.

We are credibly informed that the Foochow officials say they have at length captured the murderers of Mr. Blacklock, the Customs officer killed on board the *Douglas*, and that they are about to execute them.

We hear that there has been a disturbance with the Chinese at Canton. No particulars are yet to hand, but it appears that the occupants of a number of "flower boats" have been in the habit of anchoring in the river near the residence of Dr. Kerr. This gentleman, it would seem, recently took some steps to have them removed. The natives belonging these establishments got to know about this, and mobbed him. Whether they attempted personal violence or not, we are not in position at present to say.

An inquest was held yesterday, before Mr. Tonnochy and a jury, at the Civil Hospital, on the body of George Adams, late second engineer on board the O. M. S. S. Co.'s steamship *Howsang*, who met his death on the evening of the 26th instant, by falling down the hatchway into the hold. It appears the deceased was going on shore at the time of the accident. He had called a sampan, and in running back to his cabin to see if his door was properly secured, he went over the main hatchway. Unfortunately, the two after hatches were off, and it being dark he fell suddenly down into the hold. When assistance got down to him a few seconds afterwards blood was gushing from his mouth and nose, and he was quite dead. His head was severely injured. The jury returned a verdict of "Accidental death."—Another inquest was held on the body of a Chinese rope-maker named Leung Kow Hee, who was supposed to have poisoned himself at Shau-ki-Wan. The jury, however, after hearing the medical testimony found that deceased had died from natural causes.

SUPREME COURT.

27th October.

SUMMARY JURISDICTION.

(Before His Lordship the Chief Justice, Sir JOHN SMALE.)

INTERESTING SHIPPING CASE.

MELCHERS AND OTHERS v. OSBORN, $237.50.—His Lordship now delivered the following judgment:—In this case Messrs. Melchers and Co., merchants in this Colony, sue the defendant William Osborn, as master of the British barque *Ousuri*. The particulars of the plaintiffs' demand are thus expressed:—"To commission on charter of the *Ousuri* to Australia on £950 at 5 per cent., say £47 10s. at 4s. =$237.50. It is not contended that the plaintiffs actually obtained the charter, and in that way earned the commission, but commission is claimed as the result of the contract between plaintiffs and defendant, and of the subsequent conduct of the defendant, which, the plaintiffs contend, was contrary to contract; they also claim damages for breach of contract, or for *quantum meruit*. On the facts, it is in dispute what the contract was. The evidence on this subject is contradictory, but I am satisfied that each witness conscientiously believes the version which he gives. The plaintiffs' version, according to the evidence of Mr. André, one of the plaintiffs, is to this effect—that on the 1st Sept., the defendant, who had been introduced to him by his shipping clerk, told him that he was looking for employment, and that he was willing to put his ship into the hands of his (plaintiffs') firm; that thereupon Mr. André said he could under no circumstances accept the consignment of the vessel or make any offer to the ship if she was not entirely given into his hands, and that, if the defendant did not agree to that, he would make him no offer; that the defendant said he understood that, and asked for the terms. Mr. André, in continuation, says, "I told him I would do all the inward business of his vessel free of any charge; that in case the vessel should get, through me, outward employment, I would charge 5 per cent. on the money to be earned; but that, however, if he should choose to leave this place in ballast, seeking, no charge would be made for our work; the captain said, "I agree to these terms." I then told him that we should advertise his vessel at once for freight or charter, and that I would then present to him all the offers made." I do not doubt that Mr. André believes that these words precisely represent what he said; but the question is whether as an ordinary reasonable man, the defendant understood Mr. André in the terms he expresses, or in the terms which the defendant himself sets up. Now, in support of what Mr. André says, Mr. Grossman, the shipping clerk, is called, but unfortunately heard but little of what the defendant and Mr. André said, because he was passing to and from his desk in the outer office and the office in which the conversation took place. All that he heard appears to have been that Mr. André said to the defendant, "It is not our practice to make offers to vessels not consigned to us unless the vessel is put 'firm' into our hands." He only remembers further of the conversation that the captain said at last that he would give the plaintiffs the consignment, and Mr. André asked the captain if he might advertise the vessel for freight or charter, and in going away the captain bowed and said, "Yes, you may do that." What the precise meaning of the word "firm" is, I do not understand, but Mr. Grossman's evidence beyond that word is all but valueless on this point. Now the defendant Osborn gives a different version of what took place. He says —"Mr. André said, 'Well, if you put your ship in our hands, we will do our best for you and offer you everything in the market.' I said, 'What are your terms?' He said, 'If we charter your vessel we charge 5 per cent., we return 1½ to you, we pay the brokerage of 1 per cent., but provided we do not charter you (I will not be positive whether he said do not or cannot), we will collect your freight, be responsible for it, and charge you nothing.' I said, 'Well, upon these term, you can advertise my vessel for freight or charter.' That was all that passed." He expressly denies that the word "firm" was used, or that anything was said about the ship going away in ballast. It seems that Mr. Dadfield, master of the British barque *Harwich*, accompanied the defendant to the office of Mr. André. He says he paid particular attention to the terms, became he was himself unconsigned, and some days after took up another agency in the Colony. He states thus:—"Mr. André said that if the defendant would put his ship into their hands he would place before him everything that was in the market. Defendant said, 'What are your terms?' Mr. André said '5 per cent. on the charter, we return you 1½ per cent., and we pay the brokerage. We collect your freight free, and if we don't charter you, we charge nothing,' or words to the same effect." He says this was all that was said as to terms. He also says, "I cannot call to my mind any words being used meaning firmly or exclusively in our hands. If it was said I must have heard it." This witness was cross-examined very searchingly, and I think that his cross-examination drew out a confirmation of this. When the question first arose in Mr. Rozario's office, he not only, according to his own testimony, but also according to the testimony of Mr. Rozario, gave substantially the same version in Rozario's office that he had given in Court. Upon this evidence the question is, was there such an agreement between the parties as the plaintiffs set up. I cannot doubt but Mr. André, whose character stands most high as an honourable man, believes he used the precise words which he deposes to. That he meant to use those words no one can doubt. The terms, however, that were in Mr. André's mind do not bind the defendant, unless they were in his mind also. The evidence on behalf of the defendant is conclusive to my mind that the words of Mr. André conveyed a different meaning to what he intended. I, however, think that the defendant has admitted an agreement in the terms which he understood Mr. André to have expressed, and the plaintiffs have a right to accept as the agreement what the defendant admits it to have been. The question which arises thereon is, have the plaintiffs entitled themselves to commission upon that agreement? There is no doubt that freights were very difficult to be obtained on this occasion, and it cannot be doubted that the plaintiffs' reputation, position, and services were brought to bear, and in fact that they tendered to the defendant all the ordinary freights that were in the market, that the defendant waited for about 21 days for a freight, and that none suitable offered. Also, that he did determine to go away in ballast *bona fide*, and that he made up his accounts with the plaintiffs on that footing. That nothing but a mutiny of his crew detained him in Hongkong, and that, being forcibly detained, an offer was made to him by Mr. Rozario, which he accepted, to go to Sydney. It is distinctly proved by Mr. Rozario that this freight was not in the market, but he privately negotiated it direct with the captain, for the reason given by Mr. Rozario, that he himself being interested in the consignment, he would not divide the commission. It is not stated or even set up by the plaintiffs that they were in a position to offer equally good terms to the captain. The captain did not do what I think he ought in courtesy to have done, though he might not have been bound by law to so, inform the plaintiffs of the offer made to him. I think the plaintiffs had good reason to complain of this discourtesy. Mr. André volunteered his own notions of his claim at the end of cross-examination. He said: "The captain is bound, when a better freight is offered to him than has been offered by the agent, to go to the agent, show it to him, and give it to him, and give him the preference in case he wants to accept that freight. If the defendant had done this with me, I think I should have let him free. A fair dealing man would do so, but I do not say it is the custom." It seems to me that both the agreements, that set up by the plaintiffs and that set up by the defendant, failed to take effect—and that the parties are remitted to such rights as they had if no special agreement had been made, in the same manner as when a contract to build a house has been broken, the builder is entitled to receive *quantum meruit*. I am of opinion that the account rendered and settled by the plaintiffs was upon a mutual mistake that the defendant was leaving in ballast, seeking. An account rendered and settled is not conclusive if mistake of fact or fraud appear. Here then appears to have been a mistake. I think that the plaintiffs are not bound by the account rendered. I think also that the event that happened was not contemplated, and that the agreement set up by the defendant, which I must accept, failed. The parties are then remitted to their rights as if they had acted without any agreement by the plaintiffs that they would not charge for work actually done on the inward clearance. They are entitled to be paid for work fairly done. How that is to be measured might be a question whether it was by commission on receipts and payments, or for the value of services rendered. To settle that question would entail long inquiries, but I am of opinion that either mode of calculation would bring out nearly the same result. I therefore give judgment for the plaintiffs to the amount of $150, but considering the circumstances to which I shall not refer, without costs. I had come to this conclusion immediately, but considerations as to allowances to persons acting as agents have induced me to think that it is my duty to refer to them, and have caused me to delay my judgment that my observations may be the more mature. I have held on the fact of this case that the special contract failed. I think it right to add that as an action against the ship or owner, which practically though not personally this is, it must fail as being a concurrence between the merchant and the captain to give to the captain a benefit which belonged to the owner only; to charge the ship with commission at 5 per cent. and to return to the captain personally 1½ out of that commission, is doing the work at 3½ per cent., and any agreement embodying a contrivance that thus takes the balance between that and 5 per cent. out of the pocket of the shipowner and puts it into the pocket of the captain, is contrary to the policy of the law, and is void. It is one of the first principles of law that no agent, be be captain of a vessel consignee, broker, or factor, or in any other capacity, can obtain out of his employment any benefit beyond that which he has expressly stipulated for with his principal; that if he does, it is a fraud by him on his employer or constituent; for instance, if a captain should pay only 3½ per cent. commission to a local agent, and if he charges his employer 5, that is a fraud on his employer. To put it more palpably, if he goes to a store and pays £3 10s. only for stores, and if he charges £5 to his employer, his conduct would bring the captain into great trouble; but where is the difference, if he says to the storekeeper "charge the ship £5 but give me £1 10s.;" and if the storekeeper complies with his request, and if the money remains unpaid, could the storekeeper recover even the £3 10s. from the shipowner in an action? Would it not indeed be competent for the shipowner to say to the storekeeper, "the whole contract is void against me?" Where is the difference if the contract is for commission? I understand that this kind of contract, operating as a premium, or bonus, or commission, or cumshaw, is very common, and, therefore, is thought commercially to be allowable. It is my duty to say, that according to that high moral code—the Christian's standard—which is embodied in the law of this Island, it must be ignored in our Courts. If, to an agent of any kind, commission, or premium, or share of profits, or discount is allowed by storekeeper, or merchant, or insurance office, or dock company, in respect of business brought, it is either void against the principal, or he may at his option adopt it and recover all the benefit from the agent. I see advertisements in newspapers in the East containing offers of enormous premiums payable to persons bringing business which no one ever saw in Europe. It would be well if companies would forego such excessive competition and return to that mode of conducting business which is alone compatible with healthy commerce.

Mr. Brereton was for plaintiffs, and Mr. Sharp was for defendant.

COLLAÇO v. MARKES.

His Lordship also read the following judgment by Mr. Justice Snowden:—This action is brought to recover the sum of $195 claimed in the summons to be due for money lent by the plaintiff to the defendant on an I O U. The defendant pleads no consideration. It soon became apparent that the action was brought not for money lent, but for the balance of money due for goods sold and delivered. The plaintiff himself is absent from the Colony for reasons best known to himself, and is I understand residing at Macao. He did not appear in court to support his claim and throw any light on the case. Mr. Tavares, who has advanced $150 on the security of the I O U, and perhaps other debts, appears, furnished with a power of attorney to collect, and, if need be, to sue for these claims on behalf of Collaço. What information Collaço gave Mr. Tavares about this document when he handed it to him for collection we do not know; but it is most singular that Messrs. Caldwell and Brereton should take out a summons for money lent unless instructed to do so. Mr. Tavares, it seems, did not consult his counsel in time to enable him to prepare to lay the case properly before the Court. A very important witness, the plaintiff's wife, was not called until the case had really closed, and a yet more important witness, as far as one can judge, his sister, was not called at all. It was not intended that cases should be presented to the Summary Court in such a careless, haphazard manner, and the plaintiff has only himself, or his agent Mr. Tavares to thank, if his story being the true one, he loses the verdict. The plaintiff left Hongkong suddenly on February 25th, and in consideration of an advance of $150 made by Tavares handed over to him for collection this I O U and perhaps other debts. On February 27th Mr. Tavares says he applied for payment, the defendant put him off to Thursday, March 4th, and on a renewed application on that day, defendant said he had instructions from Mr. Deane not to pay. This the defendant entirely denies. His account is that about the middle of February, the plaintiff offered his furniture for sale and that he agreed to buy the whole for $450. That two or three days after Collaço came to him at about 7 a.m., represented that he had to go on some urgent errand to Macao, and pressed for payment. Defendant said "I cannot pay you all now at 7 a.m., and I have not got all the goods yet." At last he gave him in cash $250 on a rough calculation of the value of the goods delivered, and an I O U for the rest of the furniture which he expected to get that day. Defendant sent that day, and some ladies in the house refused to let his messenger have any more furniture. They said they wanted to use it. He says that the furniture in respect of which this I O U was given has never been delivered, that there has been no consideration for it. It is scarcely necessary to say that an I O U is not proof of money lent or goods sold or any other source of debt. It only may be evidence of an account stated; a debt, therefore, must be proved. The defendant swears there was none. If so, even a promise to pay Tavares would be a mere *nudum pactum*. I must say that the alleged promise is quite at variance with the whole conduct of the defendant. I was about to nonsuit the plaintiff, when, at the request of Mr. Brereton, I sent for Mrs. Collaço. She contradicts the defendant, and swears that the whole of the furniture was delivered to him, but that it was only drawing and dining room furniture. The defendant produced his books, and there were entries made at the time evidently, which set out the whole business. The contract of sale for $450 is entered, a list of the goods bought, with a cross against such as were not delivered, and a mark against such as had been received. The list includes bed room furniture. It has all the appearance of being perfectly straightforward and genuine. Casimbhoy, defendant's assistant, who was not present at the bargain, entirely confirms the defendant as to the refusal to deliver certain pieces of furniture. He made the entry of the articles and made the marks described with his own hand. It is clear that the defendant was under the impression at any rate that he had brought the bed room furniture as well. Mrs. Collaço saw him go up stairs. What could he have gone for, if he had nothing to do with a purchase or sale of the suit of furniture generally found upstairs? Now Mrs. Collaço was not present when her husband sold the furniture. She says the price was $400. It was $450. She says Mr. Tavares was collecting for him. On the contrary, he was *really* collecting to repay himself his advance to Collaço of $150. It is quite clear that Mrs. Collaço was not informed of all that took place. She cannot have known that Mr. Tavares had an interest in this I O U. She knew, no doubt, of its existence, and I dare say, and hope, that she believed her husband had only sold the drawing room and dining room furniture for a sum the balance of which the I O U represented. This would explain to a certain extent a conversation she had with Casimbhoy, and the application she made for payment. It is quite clear that she wrote to Mr. Deane under the impression that he had authority to order defendant to pay some sum of money for something. As I said, plaintiff's sister was not called, although she was left in charge of the house when Mrs. Collaço joined her husband; and although she is the person who could tell what furniture was demanded by the defendant and what refused to be given up, Mrs. Collaço was not present at the bargain, and cannot tell what was sold. Both the defendant and his assistant give what appears to me to be a most reasonable account of the whole proceeding, and I think the evidence preponderates very much in their favour. The plaintiff must be nonsuited, and I give costs to defendant.

Mr. Brereton was for plaintiff, and Mr. Toller for defendant.

POLICE INTELLIGENCE.

27th October.

BEFORE THE HON. C. MAY.

STEALING COALS.

A Portuguese watchman at Wanchi, named De Souza, charged a coolie with stealing some coals which were being carried to a godown.

The prisoner denied the charge, and said that he saw a lump falling from his basket he picked it up to save it, and did not intend stealing the coal.

The prosecutor said he put it under his jacket. The prisoner was sent to three days' imprisonment.

MORE COAL ROBBERIES.

Leong Ahee and two other Chinese were charged by Mr. McClellan, of the Harbour-master's department, with the unlawful possession of five bags of coals.

The prosecutor said this morning he was under the stern of the steamship *Gaelic*, and saw the two last prisoners haul up from the the bottom of the harbour a bag of coals. He went to the boat, and found that the first prisoner, who was the master of another boat, had four other bags of coals attached to ropes at the bottom of the harbour. They were all hauled up, and each bag contained about a picul and a half of good coal. The *Gaelic* had been coaling lately, and he told the storekeeper of the O. & O. S. N. Company of the affair.

The prisoners were fined £5 each; in default, three months hard labour. The boat in which the coals were found would be sold by the police to assist to pay the fines.

CHARGE OF STEALING A CHILD.

Wong Asbing, a girl, charged two women, with stealing her child.

The prosecutrix said on the 24th, she went to the first prisoner's house to board and lodge, and to be confined. On the 25th, she had a child, and very shortly after she asked the first prisoner where it was, and she said she had sent the second prisoner with it to the Foundling Hospital. She asked her what she meant by sending her child away like that, and as they would not produce it she had them arrested.

The compradore of the Mercantile Bank came and spoke in favour of the first prisoner, and said he would bail her out. He had discovered a new born child, but there appeared to be some difficulty in the way of identification.

Mr. May asked the prosecutrix how she would know her child again. She answered, rather naively, that it would be like her.

Inspector Swanston said the child was not taken to the Foundling Hospital. The second prisoner gave it to a women she met in Wellington street.

The prisoners asserted that prosecutrix said she did not want the child, and told the first prisoner to send it to the Hospital. She accordingly gave it to the second prisoner, who handed it to a woman in the street, whom she did not know, simply because she asked for it. They did not know where the woman and child now were.

The prosecutrix, in answer to the Bench, said no other but her own would do for. She set no money value on her child.

The case was then remanded until Friday, with a view to the compradore of the Mercantile Bank producing the child he had heard of, and to give the prisoners an opportunity of finding the right child.

The case was resumed later on in the day, as the second prisoner had been successful in finding the child. A woman came forward and said while in the street she met the second prisoner, who wished to part with the child. She asked her to give the child to her. This she did, in exchange for six cash.

The prisoners were called on to find security in $25 for one month each, and the child was given up to the mother.

MARINE HAWKERS.

A Chinese constable found a marine hawker in the possession of a new leather trunk in one of his baskets. The prisoner said he bought it from a man who had gone away from the Colony.

The police took possession of the box, and the prisoner was called on to find security in $10, to be forthcoming for the next month.

STEALING A FOWL.

Lee Abung, a coolie, was charged by a woman named Lee Acheong with stealing one of her fowls by snatching it up and placing it under his jacket.

The prisoner was sent to six weeks' hard labour.

UNLICENSED SAMSHU SHOPS.

Wong Asik and Chun Akung, masters of two chandler shops at Yow-mah-tee, were arrested by virtue of a warrant by P.O. 76, and charged with selling samshu without a license.

Inspector Cradock said the village of Yow-mah-tee was daily getting larger, and there was not a store in the place licensed to sell samshu.

The constable with his witnesses produced evidence of the sale of the samshu and the seizure of a quantity of it.

The first prisoner was fined $25, and the second $20.

A DISHONEST CHINESE CONSTABLE.

Chinese constable No. 404, who joined the Water Police Force on the 27th March, 1873, was charged by Inspector Cradock with the larceny of a pipe.

It appears on the day previous two men, master and man, were charged with stealing some cuttlefish, when it turned out the man stole the fish, and the master was discharged. Returning to his junk, he found a smoking pipe had been stolen. The prisoner was in the police boat which took the fish boat in custody, and he was seen to conceal the pipe under his coat. The pipe was subsequently found in the Police Compound, broken in two.

The case was remanded until to-morrow for the purpose of producing the owner of the pipe.

CUTTING AND WOUNDING.

The remanded case in which a Portuguese boy, named Jose Xavier, was charged with cutting and wounding a Chinese boy named Chow Koon Cheong with a penknife on the neck, was again resumed, the wounded boy having been let out of hospital.

The prosecutor said he was an apprentice at a carpenter's shop in the Queen's Road Central. On Monday night he came out of the shop and ran against a Portuguese boy, smaller than the prisoner. The prisoner called out to beat him, and ran up and cut him on the neck with something in his hand. The police came up and took the prisoner into custody.

The prisoner said that the prosecutor rushed against another boy, who asked why he did so. The two boys fought, and he went to separate them, and the knife he happened to have in his hand with which he had been cutting wood accidentally cut the prosecutor.

The case was further remanded until the Chinese boy was fully released from hospital, and the prisoner was admitted to bail.

FOOCHOW.

The S. S. *Naples*—a vessel of 3,000 tons capacity—now in port, has been recently overhauled in the Foochow Dock. We are informed that, notwithstanding her great draught and size, she was docked and undocked with the greatest ease.

H. I. C. Ms.' gunboat *Cyclops*, arrived in port on the 19th instant, and anchored off the Settlement. She will, we understand, remain here for a short time, pending the official enquiry into the mutiny and murders on board the *Anna*.

The Chinese Authorities have kindly consented to hand over the Tartar Camp to the Race Club, at the end of this month, and as training can then be commenced, the autumn meeting will, we are informed, come off before Christmas.

We understand that a telegram arrived on the 21st inst., to the effect that the barque *Rachel*, which left this port on the 15th ultimo for Brisbane and Sydney, had been dismasted, and had put into Hongkong for repairs. The extent of damage to the cargo had not been ascertained.

We learn that the wife of the senior partner in the Toong Hing Tea Brokering Hong, committed suicide on the 17th inst. It seems that the husband had expressed an intention of taking unto himself a number two wife—a luxury which did not, apparently, fall in with the views of the deceased lady. As remonstrance was unavailing, the poor creature retired to her room, and deliberately hanged herself. Meantime, the young lady's mother and family are making matters somewhat lively for the bereaved husband, but we suppose that a little of the balm (Sycee?) so soothing to Celestial sorrow, will pacify the afflicted relations.

We have much pleasure in announcing that the efforts to raise the S.S. *Sunda* have been crowned with success. The vessel is now snugly beached, further in, on Station Island, where she will undergo some temporary repairs prior to being docked either at Hongkong or Amoy. Although the Foochow Dock is the nearest, it would, we understand, be almost impossible to bring her to this port—against the monsoon.

We have not heard of any further arrests in connection with the mutiny and murders on board the German schooner *Anna*; but we understand that great efforts are being made to capture the remainder of the mutineers. The native authorities might endeavour at the same time to unearth the murderers of Mr. Blacklock—it cannot, surely, be a matter of much difficulty in a country like China. Rebels, and other political offenders, rarely escape the tender mercies of Chinese law! Why, therefore, should murderers—of foreigners?

The case, recently reported, in which a leading native tea broker—not very remarkable for rectitude in his commercial dealings—came to signal grief, in connection with an impudent attempt to palm off pirated essays, on behalf of his son, at the literary examinations just terminated in the City, has again cropped up. We now learn that the matter had been nearly arranged by the payment of a large sum of money to the Mandarins, but that, unfortunately, one of the officials, not satisfied with the arrangement arrived at, seized the son of our native friend, and caused him to be severely beaten with a bamboo (200 blows it is reported). This took place on the 20th instant, and we are informed, that more money is now required to settle the difficulty.—*Foochow Herald.*

THE ORIGIN OF OPIUM SMOKING.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—It is a common error with missionaries and Exeter Hall people to assume that Britain is responsible for the introduction of opium to China. Yet Doctor Williams, in that most valuable contribution to European literature on China, the "Middle Kingdom," places on record that the Portuguese brought opium to China before the British; nor can it for a moment be supposed that the Portuguese brought opium to China without being certain it would meet a market.

In the "Middle Kingdom," Vol II., page 382, the following passage will be found referring to two centuries previous to the date at which the learned Doctor was writing:—"None was imported coastwise for scores of years after that date (about 1647), but, as the natives of Assam and the adjoining region have used opium for a long period, it is not unlikely that it was made known to the Chinese from that quarter. The poppy is now grown in the eastern and southern provinces, and memorials to the Emperor, requesting him to prohibit its cultivation, were presented from the governors of all the provinces. One censor, in 1830, says that it is produced over one half of Chekiang; but he gives no statement as to the amount."

On the same page we find: "In Kweichow, Yunnan, and contiguous parts, it is still grown and prepared," and on the next page it is shown that in 1836 several thousand chests were produced in Yunnan alone.

In the Hankow Customs Trade Report for 1869 it is stated:—"The popular story in Szechuen is, that one hundred years ago, opium was introduced into Szechuen, Shensi, Yunnan, and Kweichow, from India and Thibet."

The fact that early travellers in China did not mention the use of opium is not a proof that it was not used there. The Arabs traded with China long before the Portuguese, and the Siamese from time immemorial; and besides traders by sea, there have always been traders by land coming to China. Therefore, seeing that opium is grown and smoked in Turkey, Persia, India, Burmah, Siam, Assam, and China, is it not probable that the use of it commenced at some point within these countries, and gradually and naturally spread?

If some Indian scholar will trace out the history of the cultivation and use of opium in India and on the frontier, he will confer a favour on all who wish to see Europeans in the east in general, and the British in particular, rescued from the discredit with which some uninformed and unthinking, but noisy people, are endeavouring to load them, and which, seeing that clamour is much more effectual in obtaining a hearing than reason, appears in danger of being passed into history.

Yours, &c.,

R.

Foochow, Oct. 23.

COMMERCIAL INTELLIGENCE.

OPIUM.

WEDNESDAY, 27th October, 1875.

In Bengal drug business has been done to-day at from $610 to $617½ for New Patna, and $590 to $597½ for New Benares, the higher figures being for select chests. The market for the drug keeps firm, with the stock of Patna computed at 860 chests, and of Benares at 370 chests. Sales of Malwa at $600, with a concession of twelve taels. The stock consists of 530 chests. Under date the 25th instant, the shipments of 825 chests Patna by the French packet is apprised from Calcutta.

EXPORTS, CARGOES.

Per steamship *Patroclus*, for London:—Congou, 286,104 lbs.; Scented Caper, 86,851 lbs.; Scented Orange Pekoe, 70,968 lbs.; 121 bales Silk. For New York 15 bales Silk.

Per *Geelong* for London, &c.:—For London, Raw Silk 1,175 bales, Silk Piece Goods 13 cases. For Continent, Raw Silk 810 bales, Waste Silk 16 bales. For India, Silk 150 packages.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/0¼
Bank Bills, at 30 days' sight, 4/0⅜ to 4/0½
Bank Bills, at 6 months' sight, 4/1⅛
Credits, at 6 months' sight...... 4/1⅝
Documentary Bills, at 6 months' sight 4/1¾

ON BOMBAY.—Bank, on demand 220½
ON CALCUTTA.—Bank, on demand 220¼
ON SHANGHAI.—
Bank, sight 72¾
Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares—11 per cent. discount.
Union Insurance Society of Canton, new shares —$600 per share.
China Traders' Insurance Company's Shares—$1,270 per share.
China and Japan Marine Insurance—Tls. 95 per share.
Chinese Insurance Company.—$200 per share.
Hongkong Fire Insurance Company's Shares—$515 per share.
China Fire Insurance Company's Shares—$142 per share.
Victoria Fire Insurance Company's Shares—$167 per share.
Hongkong and Whampoa Dock Company's Shares—42 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—11 per cent. discount.
Shanghai Steam Navigation Company—Tls. 64 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—55 per cent. discount.
Chinese Imperial Loan—£103.

SALES ON OCTOBER 26TH, 1875.

As reported by Chinese.

Black Peas, 800 piculs, at $1.80, by Kwong-mow-tai to travelling trader.
White Wax, 2 pieces, at $36.50, by Kwong-wing-shing to travelling trader.
Tobacco, 4 packages, at $23.50, by Kwong-wo-cheung to travelling trader.
Liquorice, 10 bags, at $7.20, by Kwong-wo-cheung to travelling trader.
Sea Blubber, 10 packages, at $4.60, by Kwong-wo-cheung to travelling trader.
Dried Lily Flowers, 20 bags, at $9.10, by Kwong-wo-cheung to travelling trader.
American Flour, 50lbs., 800 bags, at $1.35, by Choy-cheong-loong to travelling trader.
Vermicelli, 20 bags, at $9.50, by Tai-foong-shun to travelling trader.
China Root, (cutting), 10 tubs, at $10.00, by Tai-foong-shun to travelling trader.
Wood Oil, 20 packages, at Tls. 5.7.4.0, by Chun-cheong to travelling trader.
White Sugar, 200 bags, at $5.20, by Tuck-mee-hop-kee to local trader.
Fungus, 10 bags, at $39.00, by Tuck-mee-hop-kee to local trader.

NEWS FOR THE ENGLISH MAIL.

COREAN AGGRESSIVENESS.

There is now no possible doubt that the report which was first published in the *Hiogo News* about a boat's crew belonging to H.B.M.'s ship *Sylvia* being chased by the Coreans is perfectly true. A party of officers and men, while engaged in rowing some distance from the shore, were suddenly attacked by a number of Coreans, who shot at them with bows and arrows. The boat's crew had, it is stated, to row for no less a distance than eighty miles, with the enemy in hot pursuit. There are at present no further particulars to hand of this strange attack, but they are sufficient to show that an act of wanton aggression has been committed by these self-secluded savages. It is very evident that their hostility is not confined to the Japanese; their hand is against every man. It is equally clear that, sooner or later, they will have to be taught that such outrages cannot be committed with impunity upon peaceful and unoffending vessels even in the vicinity of their coasts. They appear to grow more and more jealous of the approach of foreigners, probably because the danger of their being compelled to throw open the country seems to wax nearer and more apparent. But their present defiant attitude and aggressive spirit betray the folly of their rulers. It is most calculated to provoke that interference with their cherished solitude they so greatly dread. The evil they would fain keep at arm's length is, by their own stupid action, likely soon to come upon them. So long as they were content to remain quiet there was comparatively little to fear from outside nations. Shut up in their mountainous peninsula they might well have remained, the world ignoring, by the world ignored. But when they venture to attempt to drive away foreign ships from the seas in their vicinity, they must expect to become the objects of foreign attention—and that not of an altogether favourable kind. They seem, unwittingly it is true, bent upon precipitating what they so ardently desire to avert. It is perhaps their utter ignorance of the usages and customs of other nations that leads them into these impolitic displays of vindictive hostility. But their ignorance cannot be allowed as a plea in arrest of satisfaction for these offences. While despising such paltry exhibitions of puny rage and fright—for the attack on the *Sylvia's* boat was probably more the outcome of fear than aught else—no nation can afford to entirely pass over such an outrage.

It is indeed time that Corea was made to feel that she has some duties in connection with other powers. It is most inadvisable that any nation should be suffered to continue to keep up such an isolated position as that of Corea. It may be argued that if she chooses to hold no communication with the outer world, foreigners have no right to compel her to do so. Perhaps not, so long as she does not interfere in any way with other people. But when it is found that she will not allow a foreign ship to cruise in the seas that wash her coasts without firing upon her, it becomes a question whether it is not better, in the interests of foreign nations generally, to insist at least upon the inhabitants of the coast being brought under proper control, and compelled to treat foreigners with civility when they chance to come into contact with them. In the event of Japan declaring war against Corea, Great Britain and other Powers should give the former Power their moral support, and secure the non-interference of China in the struggle. War is at all times to be deprecated, but there is reason to believe that if carried on under the eyes of foreign powers, the Japanese would prosecute it with a greater regard for humanity than if left to carry it on in their own way. At the same time it is useless to disguise the fact that Japan can gain little material advantage by going to war with Corea. It would be an arduous task to subdue the country, which by its conformation gives the inhabitants plenty of rocky retreats and fastnesses. When conquered, too, the country would scarcely prove worth the cost and trouble attending its acquisition. It is not believed to be particularly rich in minerals, and the soil is known to be poor. But though as a revenue-producing territory Corea may not be worth the cost attending its annexation, there are other reasons that may operate strongly in inducing the Japanese Government to attempt its subjugation. It has old claims to suzerainty over the country, and is tired of calmly receiving slaps in the face from such a petty kingdom. It must also be remembered that there is every prospect of Corea one day losing its independence, and, in the event of its being absorbed by China or Russia, it would become a formidable menace to Japan. It cannot be doubted that considerations of this sort will be duly weighed by the MIKADO's Government, and may turn the scale. Nor would any great outrage on justice be perpetrated by the forcible annexation of Corea by the Japanese. The Coreans would then be emancipated from the dense ignorance and gross prejudices which now enthral them, and become possessed of many privileges to which they are at present strangers. They would be much benefited if even they were only compelled to throw open their ports and hold commercial intercourse with foreign nations. The advantage would, however, probably be almost entirely on one side, for Coreans exports would necessarily be few in number and of little value. The people, moreover, are far from rich and not likely to become very large importers of European produce. It is doubtful, on the whole, whether any attempt to break down Corean exclusiveness would repay the trouble expended, much more the cost of a protracted war. All things considered, we are still of opinion that it would, for the present, at all events, be an unwise enterprise on the part of Japan, and trust that the counsels of the peace party will prevail with her Government. If, however, the military classes compel the MIKADO to declare war with Corea, it will clearly be the best policy for Great Britain to exert her influence at Peking in favour of Chinese neutrality.

THE NEW COSMOPOLITAN DOCKS AT KOWLOON.

These docks, which have just been opened, were commenced in November, 1871, and have consequently been just four years in course of construction. They are situated on the west side of Kowloon, facing Stonecutter's Island Gaol. There are two docks, the Inner and the Outer, of capacious dimensions. The Outer Dock is 212 feet in length, 100 feet in width between copings, and 52 feet in width on the floor. The Inner Dock is 234 feet in length over all; 206 feet in length on the floor; 83 feet in width between copings; and 36 feet in width on the floor. By reversing the inner caissoon, the two docks can be used at once, with a length over all of 463 feet, and on the floor of 435 feet. The width at the entrance is 85 feet, which is sufficient to take in the side wheel steamers of the Pacific Mail Steamship Company; while the length is sufficient to take in the screw steamers of the *City of Tokio* class. The depth on the side at high water springs is 23 feet 6 inches, and at ordinary high water 21 feet. The docks are faced with granite in the most substantial manner. In proof of the strength of their construction it may be stated that during the severe typhoon of September, 1874, the works suffered no injury in any way, though they were, of course, completely flooded,—the caissoons, which were in course of construction inside the coffer-dam being flooded and driven on shore. The docks would have been opened last spring, but the proprietors were disappointed in the working of some of the necessary machinery. The pumps which were first received were latterly altered by Messrs. S. Buston & Co., and so constructed as to enable them to pump out the docks within a reasonable time. The caissoons were designed by the late Mr. Nelson Spratt, of the firm of Messrs. W. B. Spratt & Co., the proprietors of the docks. The docks were designed and constructed under the superintendence of Messrs. Wilson and Salway. The first vessel, the *Pilgrim*, was taken into dock on Thursday last, and we hear that she will be followed soon by the *Ella Beatrice*.

LOSS OF THE STEAMSHIP "HECTOR." THE COURT OF ENQUIRY.

The Marine Court of enquiry into the loss of the Ocean Steamship Company's steamer *Hector* (Captain Robinson), was held at the British Consulate at Amoy, on the 18th inst. The Court consisted of Mr. G. Phillips (acting British Vice-Consul), Lieut. Forbes (of H.M. gunboat *Hart*), Captain Cocker (of the Chinese gunboat *Ling-feng*), and Captain Doncaster (of the ship *Carnarvonshire*).

Captain Robinson, of the *Hector*, put in the following written statement:—"On Monday, the 4th October, 1875, at noon, the *Hector* was abreast of Ockseu Island, and steered, as necessary, to within about 6 or 8 miles north of Chapel Island, where I arrived at about 5.15 p.m., experiencing a strong South-South-westerly set; with a very high wind and sea. In my opinion there was no safe anchorage outside, and I determined to bring the vessel into the outer harbour. At first I steered for Taetan Light to keep clear of the Shau-chat rocks. On closing with the islands, it became suddenly dark. At 7 p.m. ordered the lead to be kept going, and ship's company at their stations, and kept away for the South Channel. At 7.15 p.m. Taetan Light bore N. ¼ E. and Chapel Island S.S.E.—error of compass *nil*. I then went at half-speed, and almost immediately afterwards slow; and from the course I had been steering I expected to make Tsing-seu out clearly on the port bow, and Chih-seu and the other two islands composing that group on the starboard bow. Owing, however, to the darkness which ensued, I was unfortunately unable to distinguish the different land marks. I believe the tide had then set me considerably north of my course; for at 7.20 p.m. I made Chih-seu Island out ahead, and at once ordered the engines full speed astern. The leadsman at this time stated that he had got soundings at 8 fathoms. Finding that the ship did not gather sternway, I took hold of the lead line and found that the vessel was aground. I then kept the engines reversing at full speed, thinking that as she had gone on so lightly no difficulty would be experienced in getting her off, as I had not felt her touch. Unfortunately the tide was at about three-quarters ebb, and I sounded round the ship and found she was aground immediately before the bridge, about amidships. I had previously ordered the carpenter to sound all the wells, and report to me at once if she made any water. At 7.57 the carpenter informed me that the ship was making water in the main hold, and that the rest of the holds were tight. I immediately stopped the engines, and very soon afterwards the ship commenced to labour. I then ordered the engineers to pump the ship out, and to partially open the sluice-valves from the main hold into the engine room, and I also had the deck pumps rigged and worked. About 9.50 p.m., finding the engines were ineffectual in keeping the water under, I ordered the sluice-valves to be closed, and found as the tide fell that the water increased very rapidly. I saw then that the main hold must fill, which it did. In the meantime a boat had been equipped and proceeded to Amoy for assistance in the shape of pumps and lighters. At 11 p.m. the ship commenced to labour very heavily from the weight of water in the main hold; and about this time the passengers were safely placed in boats in charge of boat-keepers. The water also gained in the engine room, notwithstanding the sluice valves being closed, and as it was gradually approaching the fires we were obliged to draw them. I felt then that all I could do was to keep the water out of the other holds, and that I could do no more for the vessel without assistance. I kept the pumps at work, however, nearly the whole night. At 2.30 a.m., on Tuesday, October 5th, the third officer returned from Amoy with Mr. Fenton (of Messrs. Boyd and Co.'s), with the information that the steamer *Formosa* was coming to our assistance. The *Formosa* arrived at 6.30 a.m. In the meantime I saw, as the tide rose, that the forecastle would be submerged, and to save the effects of the crew and passengers they were put into boats. On the arrival of the boats and coolies from the *Formosa*, an agreement was made with the captain of the *Formosa* to assist me in any way I might consider necessary in endeavouring to save the ship and cargo. The business of saving the cargo and lightening the ship was commenced at once. At 8 a.m. I noticed that the ship commenced to part amidships. At noon she parted asunder. The fore part shortly afterwards canted round to the rocks and struck heavily. We were then driven from the wreck by hordes of Chinese pirates, but they were

driven back when we got firearms. It was then too late that night to save much more cargo, and I had reluctantly to leave the ship and retire on board the *Formosa* until the following morning. On October 6th at daylight we commenced to save as much cargo as possible out of the fore-hold, as it was filling fast. I remained on board till nearly high water, when the sea broke completely over the wreck. The weather, however, was then fine, with a moderate breeze. Later on the weather became threatening, and the master of the *Formosa* deemed it prudent to proceed into harbour. The wreck in the meantime was watched by an officer in the Chinese gunboat *Ling-feng*, and the second officer of the *Hector*, with a portion of the crew of the former. On the 7th October, I placed the crew of the *Hector*, with the exception of the officers, the first engineer, the carpenter, the boatswain, and steward, under the care of the British Consul, as I had no food or accommodation for them. I repaired to the wreck, however, to save what I could in cargo and ship's material. I found that the ship was fast breaking up, and at 5 p.m. I again left her as the sea was breaking over her. The Revenue Cruiser was left in charge. On the 8th October, there being a heavy North-easterly swell, the wreck rolled a great deal, but I managed to save a quantity of the ship's material. On the 9th October I again proceeded to the wreck in a steam launch to save anything that could be found. On the 10th October I was unable to go; and on the 12th the wreck was sold by public auction."

A few questions were then asked of Captain Robinson, but no other witnesses were called.

The Court subsequently found that Captain Robinson had been guilty of an error of judgment, and ordered (as already stated in these columns) that his certificate be suspended for fifteen calendar months.

THE NORTH-CHINA INSURANCE COMPANY.

The first ordinary meeting of shareholders in the above company for the present term, was held on the 15th inst., at the offices, Hankow road, Shanghai. Mr. E. H. Lavers occupied the chair.

The Secretary read the notice calling the meeting, and afterwards the minutes of the previous meeting, which latter were confirmed without comment, and signed by the Chairman.

The Chairman then said—Since our last meeting, the Company's offices have been removed to these premises, which are found to be far more suitable than those lately vacated. They are commodious, well situated, and less expensive. We have met to-day for the purpose of laying before you the Directors' Report and Balance-sheet for the first half-year of the term 1875-77. They have been in your hands for some time, and no doubt have had your attention. The balance-sheet is made out in the usual form, and everything is clearly shown in it. The premia collected during the half-year amount to Tls. 503,246.51; interest and sundries to Tls. 13,285; making the total receipts, Tls. 516,531.51, which is in excess of the receipts for any similar period since the formation of the Company. The premia in 1872 from January to June, was Tls. 487,054; 1873, Tls. 352,435; and in 1874, Tls. 364,258. The interest should amount to more than it does, but it is now impossible to deposit money at the old rates. You will notice that the expenses of working the Company's business amount to about 10 per cent. on receipts, which cannot be considered excessive. The losses paid to 30th June, all by first class vessels, amount to Tls. 169,312.85, or about 30 per cent. of the premia received, but some salvages may be expected. Since the 30th June, we have paid further losses, to the extent of Tls. 57,000, and we regret to state that owing to recent wrecks—those of the *Deerhound*, *Sunda*, and *Hector*—the Company may lose about Tls. 100,000. The premia collected to date, since 30th June, amount to about Tls. 216,000, irrespective of latest returns from London and other distant agencies. The amount carried forward from working account on 30th June, Tls. 290,153.68, may be considered as eminently satisfactory. Many shareholders are under the impression that the Directors reduced the Company's lines by the first few steamers from Hankow to London, and thus caused great inconvenience. I may state that the Company took full risks on nearly every steamer, the average being Tls. 81,696. We consider about Tls. 80,000 a full line by first-class steamers. We did not, however, retain the whole amount, but re-insured part of it. At a meeting recently held of the China and Japan Insurance Company, it was stated that this Company was the first to make the return of 33⅓ per cent. on local risks. This I must contradict. It is, however, true that this Company was the first to make public the reduction alluded to, but other companies had been giving large returns to insurers long before we did so. I do not know that there is anything more for me to say with regard to the accounts before you; but you will perceive in the Report that in preparing the present accounts the rate of exchange, which was formerly 6s., is taken at 5s. 6d., which the Directors consider a more accurate data for keeping the Company's books. This difference of exchange increases such salaries as are made payable in sterling to that extent. That is all I think I have to say now, but I shall be happy to answer any questions shareholders may wish to ask.

REPORT.

The following is the Report presented to the first ordinary meeting of the shareholders, held at the offices of the Company, on Friday, the 15th instant.

"The directors have much pleasure in placing before the shareholders their first half-yearly Report for the present term, together with the audited statement of accounts to the 30th June last.

"The first call of Taels six hundred (Tls. 600) per share has been duly met, forming a paid-up capital of Taels 600,000, and in addition thereto a balance is carried forward from the working account of Taels 290,153.68, making a total sum at the credit of the Company on the above date of Taels 890,153.68.

"The amount of premia earned during the period to which the accounts refer indicates a steady continuance of the support the Company has always received. The payments on account of losses and claims, it is to be regretted, are unusually heavy, consequent upon serious casualties to steamers engaged in the Eastern trade, which have involved total losses, viz:—*Hongkong*, *Duke of Buccleuch*, and *Border Chieftain*, also the *Yuentsefei* and *Fusing*, lost on the coast of China. Further settlements since 30th June to date amount to about Taels 51,000.

"In preparing the present accounts an exchange of 5s. 9d. instead of 6s. per Tael has been adopted for the conversion of sterling amounts into Shanghai currency, which rate the directors consider more accurate data for keeping the Company's books.

"Agencies.—The Colombo Agency has been transferred from Messrs. Duncan, Anderson & Co. to Messrs. Macgregor & Co., and Messrs. Macondray & Co. have been appointed Agents at San Francisco in the place of Mr. W. H. Foster, Jr., deceased.

"Directors.—Mr. A. G. Wood and Mr. J. A. Maitland resigned their seats at the board on leaving Shanghai, and have been succeeded by Mr. J. M. Vickers and Mr. M. S. Gubbay, which appointments require the confirmation of the shareholders.

"By order of the Court of Directors,
"HERBERT S. MORRIS, Secretary."

Mr. Francis said the Chairman had alluded to losses incurred by the Company since the 30th June, amounting to probably Tls. 100,000. Did those losses relate to the new business done since that date?

The Chairman—Yes, the amount referred to, the losses of the *Deerhound*, *Hector*, and *Sunda*.

Mr. Francis—Then the item in the accounts of Tls. 169,812, refers entirely to losses prior to that date?—He then called attention to the amount Tls. 3,992, loss in exchange, being unable to understand how this had arisen.

The Secretary explained that this was principally accounted for by disadvantageous rates at which remittances had to be made to London.

The Chairman suggested that Mr. Francis would obtain the information he required on such detail points more satisfactorily by application at the office.

Mr. Hogg said he hoped it would not appear to the Directors invidious on his part to call attention to the increase in the item of Directors' and Auditors' fees, but he had heard the subject mentioned by shareholders, and thought it would be satisfactory to them if it were explained. Of course, everybody must be highly gratified with the way in which the Directors had managed the affairs of the Company, but in these days of economy it was worth while to notice how much the fees had increased. In 1874, from 1st January, to 30th June, the amount was Tls. 1,830; from 1st July to 31st December, Tls. 510, or for the year, Tls. 2,340; in 1873, first half-year, Tls. 1,660; second half year, Tls. 1,640; for the year, Tls. 3,300; while in the first half of 1875, the amount was Tls. 2,350. In future, it might be satisfactory to keep the Directors' and Auditors' fees separate.

The Chairman, in reply, said it must be borne in mind that the business of the Company had increased very much indeed; the present half-year showed a greater increase than before, and the shareholders must admit that, doing so large a business, it was necessary for the Directors to devote more attention than would be required by a small one. The Directors' fees were placed at Tls. 20 for each meeting, and it was now proposed to make the remuneration Tls. 1,000 each per annum, which would be less than Tls. 20 for each meeting would come to. The Directors had to attend at the office more than once a week, and were often called upon by the Secretary to consult on affairs of interest to the Company. They merely asked for proper fees, and the sum now proposed was no more than was paid by the Union Insurance Society, and not so much as received by the Directors of the Hongkong Bank. It certainly took up a great deal of time to attend to the interests of the Company, and he was glad the question had been brought forward, because it happened to form the subject of the first resolution which was in Mr. Maitland's hands, to whom he would now leave it.

Mr. Maitland said, having been a Director himself, he thought he was a fit person to speak on the subject of the resolution. The Chairman had taken the words out of his mouth, as to what he could have said about the time it took the Directors to look after the interests of the Company. He thought the amount of business laid before the meeting in the Report and Balance-sheet, must prove that it required a great deal of time and attention in looking after it. The Directors had very often to meet more than once a week, and were frequently consulted by the Secretary; and when they considered the members of the Board were merchants, it must be borne in mind that it was something to them to be frequently called away from their business. He thought the original fee of Tls. 10 per meeting was very small, and that Tls. 1000 per annum was not too much, and therefore had much pleasure in proposing—"That the remuneration of the Directors shall be taels six thousand (Tls. 6,000) for the current year."

Mr. D. Brand seconded; and, as to the increase of the Directors' fees, said he would draw the attention of the Chairman to a slight error he made in comparing the work of the Directors of the North-China Insurance Company to that of the Hongkong Bank, in so far as the paid-up capital of the one Company was only Tls. 600,000, against $5,000,000 of the other—necessarily entailing different work. He seconded the motion, however, with pleasure.

The Chairman put the motion, and it was carried unanimously.

The Chairman proposed the second resolution—"That the Report of the Directors and accounts for the half-year ending the 30th June, 1875, as printed and laid before the shareholders, be passed."

Mr. H. P. Hanssen seconded, and the motion was carried unanimously.

Mr. F. H. Bell moved, and Mr. J. Hart seconded—"That the appointment of Mr. M. S. Gubbay and Mr. J. M. Vickers, as members of the Court of Directors, in the place of Messrs. Maitland and Wood, resigned, be confirmed."

Carried unanimously.

The Chairman said there was no more business in regard to the present Company to lay before the meeting, but it might be satisfactory to the shareholders of the old Company of 1873-74, to mention that accounts were being closed as rapidly as possible, that there was still a balance to divide, and he hoped in a very short time they would be able to pay a final dividend.

Mr. Maitland observed that at a previous meeting, the Chairman hinted that it was possible or probable that this Company would be made a permanent one. He would like to hear the views of the Directors on the subject.

The Chairman said there was nothing settled as yet; the scheme looked feasible enough, but it would require some time to develop it. The Judge of the Supreme Court had received a draft of the proposed Order in Council, and the best legal opinions at home had been taken on the subject.

Mr. Maitland—Might I ask if the Directors are unanimously in favour of the change?

The Chairman replied they were not in a position to answer the question, as matters had not been sufficiently advanced to go into it thoroughly.

There being no other business, the meeting broke up with the usual vote of thanks to the Chairman.—*N. C. Daily News.*

CHINA AND JAPAN MARINE INSURANCE COMPANY.

The adjourned extraordinary meeting of shareholders in the above Company was held at Shanghai on the 19th inst., Mr. J. M. Ringer, in the chair.

The Chairman, in opening the business, said they had now to resume the adjourned extraordinary meeting. The proposition before the meeting was one proposed by Mr. Groom, and second by Mr. Macgregor—"That Clause No. 7 of the Deed of Settlement, which is that 'The Company shall continue for a period of ninety-nine years from the date of the presents,' be annulled." The poll demanded upon the passing of that resolution was taken yesterday, and the numbers were, for the resolution, 1,555; against it, 1,237; majority, 318. As we have told you before, the Directors can only regard that result as an expression of opinion. We have been advised that the majority is not enough to make the resolution binding.

Mr. Groom—May I ask, as you say the majority is not binding, what majority would be sufficient?

The Chairman—I am not prepared to say.

Mr. Groom—Is your legal adviser prepared to say?

Mr. Wainewright (the legal adviser)—I do not think I am called upon to say anything. The Directors say it is not sufficient.

Mr. Groom—Are you speaking as on behalf of a special shareholder, or as an ordinary shareholder, or as counsel of the Company?

Mr. Wainewright—As counsel of the Company.

Mr. Groom—I think the Directors should tell us what majority they would consider sufficient.

The Chairman—I do not think we are called upon to do so.

Mr. Wainewright—It is by no means an easy question to answer. My own opinion is that no majority is sufficient. At any rate I do not think that less than two-thirds of the total number of votes would be sufficient. That is, at least, another view of the subject, and I do not say it is a just one. As I said before, it is a very difficult question to answer.

Mr. Groom—Then may I ask how does the Chairman read rule 114?

The Chairman—It is a legal question, one that we, not being lawyers, can scarcely be expected to answer. It is very likely the matter will have to be settled legally, and such questions would then be settled. As Directors, we do not wish to place difficulties in the way of having the matter settled; we are merely acting between two parties, and it is our wish to do what is fair and just to each, but we are not prepared to express any opinion, that may be binding on us, in regard to clause 114.

Mr. Groom—But certainly the shareholders are entitled to ask how the Directors read the rule?

The Chairman—It is a question of law entirely, and we are not prepared to answer the question.

Mr. Hannen—The thing that ought to be present to the minds of the Chairman and Directors, is, that we are met here as partners, or representatives of partners, in one concern. Therefore, to refuse to answer at all, or to say we are not prepared to answer, is very unusual to adopt between partners. The shareholders I represent wish to know whether the Directors consider Rule 114 a binding rule or not upon the Company. No one doubts that what has really happened is that, after a consultation with the legal adviser, there is a belief in his and the Directors' minds that Rule 114 ought never to have been altered at all. But then you must face the difficulty that you have done things under the altered rules, which are invalid; and for the Directors to say simply that they are not prepared to answer the very vital question now before the meeting is scarcely the part they might have been expected to take. The Directors must have made up their minds on such a point, and we only want to know what decision they have come to.

The Chairman—I do not think it is incumbent on us to express an opinion at all. We have been advised that much depends upon whether Rule 114 can be read as applying to fundamental principles or the mere working of the Company. We think it does not apply to fundamental principles, and therefore cannot bear upon clause 7, which must be regarded as one of the fundamental rules of the Company.

Mr. Hannen—We only want to know as to the majority—what majority would be sufficient?

The Chairman—As I told you before, we are not prepared to say what number would be sufficient.

Mr. Wainewright—One partner is not bound to give his opinion as to what the law is, for the benefit of his co-partners. The question of law must be settled by a court of law. So far as my opinion goes, it is a very difficult question to decide, and one that the Directors can only get decided by some legal tribunal. The Directors are between two sets of partners, one of which wants something on one side, and the other on the other side. It is not for them to say which is right. With regard to Rule 114, I do not think that I or any one else should be called upon to settle so difficult a point off hand. As I have said, it must be settled by some one or some body outside the shareholders altogether.

Mr. Hannen—If the Directors have taken legal advice, they ought to have received full advice upon all these points, so as to lay the opinion before the shareholders.

The Chairman—Well, in our opinion, the question can only be settled by some legal tribunal, outside the body of shareholders altogether, as Mr. Wainewright now tells you.

Mr. Pryer—I beg leave to propose—"That the business and affairs of this Company be immediately wound up, and its assets distributed among the shareholders."

Mr. Hitch seconded, and on a show of hands, the motion was declared carried by 13 *for* to 10 *against*.

Mr. Siegfried and Mr. Bude demanded that a poll be taken.

The Chairman—This is really a very important question, and [illegible] not be decided in one afternoon. We sh[illegible] in order to give shareholders time to rec[illegible]ider the matter, fix the poll for Monday, the 15th November, between two and four o'clock, scrutineers to be as before, provided they accept the office.

Mr. Glover—November 1875 or 1876?—(Laughter.)

The Chairman went on to say—Directors had given notice of a resolution, but think it will be better to withdraw it for the present. The meeting will be adjourned until the day following the poll.

Mr. Pryer—Why cannot the poll be taken to-morrow?

The Chairman—There are shareholders living at a distance, at Singapore and Hongkong, for instance, who might change their minds if an opportu[nity] is given them.

Mr. P[illegible]—Do you think they have not had time within the past three months to change their minds?

The Chairman—Perhaps your friends may have found it enough, but some of ours may not have done so. We were not so well prepared for these measures as you.

Mr. Groom—The number of votes recorded at the poll were 2,792—this meeting is postponed for a month, then, to give the holders of the remaining 200 shares an opportunity of voting?

The Chairman—They might wish to have the opportunity.

Mr. Groom—May I ask, if you, as Chairman of the Directors, received instructions to vote on the shares registered in your name, ex officio, against the resolution which was passed yesterday?

The Chairman—I do not think you have the right to put such a question.

Mr. Groom—I certainly think I have a right to ask it.

The Chairman—Then I must decline to answer it.

Mr. Hannen—Before the meeting can be adjourned, a motion must be made for its adjournment. The Chairman has no right to adjourn it.

The Chairman—I asked at the time if there was any objection.

Mr. J. Macgregor—Might I ask, if the meeting is adjourned till after the poll is taken, whether shares registered after this date will be polled?

The Chairman—The shares will not be transferred, because the books are closed.

Mr. J. Macgregor—And proxies?

The Chairman—Proxies will be accepted, if registered forty-eight hours before the poll; it is one of the objects of the poll to enable shareholders to do this.

Mr. Groom—I understood the register to be closed for 14 days previous to each general meeting as a matter of convenience, to see what shareholders were registered, and in order that dividend warrants might be issued to the shareholders so registered.

The Chairman—We have not registered shares for the last fortnight.

Mr. Groom—Then you propose to close the register for another month?

The Chairman—Yes.

After a brief consultation among the Directors,

The Chairman said—We see no objection to allow shares to be transferred. We will open the transfer-books now. I now propose that we adjourn this extraordinary general meeting till November 16th, at 2.30.

Mr. Siegfried seconded the motion.

Mr. Pryer—In the event of a question being put at the next meeting which will require a poll, will the meeting be adjourned for another month?

The Chairman—We cannot say.

The meeting then broke up.—*N. C. Daily News.*

THE CHINESE EDUCATIONAL MISSION TO AMERICA.

By the American mail, the last squad of scholars will be despatched to New England for education in the English language. This party, like the three that have preceded it, consists of thirty pupils. The preparatory school in which the boys have received rudimentary instruction in English, while pursuing studies in Chinese, is now permanently closed; not to be re-opened, unless for the preparation of pupils for education in Europe, a measure not yet decided on. On each occasion, the lads were selected after a fair competitive examination. The period of study in the United States for each party is fixed at fourteen years.

Chen Lan-pin, late Commissioner of Chinese Education in the United States, does not return with the present party, but leaves at a later date as Ambassador to Peru, and subsequently, it is supposed, he is to be sent to Washington. He is succeeded in the Commissionership by Ngan Ngoh-liang, who takes charge of the scholars now leaving. Kwang Ki-chiu, an author of Chinese and English dictionaries, returns to the United States as Official Translator and Joint Commissioner. Chun Lai-sun has been detached from the Commission and appointed Interpreter to Li Hung-chang. Ying Wing remains at his post in the United States as Joint Commissioner.

Mr. Ngan, or to give him his Chinese title, Ngan Lauyé (Ngan the venerable), deserves more than a passing notice, promising to become, as he does, a *sui generis* Chinaman; in this he is likely to attain a position, not hitherto attained by one of his race—distinction in Chinese scholarship united with a knowledge of English. Hitherto, those Chinaman who have acquired a European language have neglected the study of their own literature; and it could hardly be otherwise, for a knowledge of English, for example, having been once acquired by a Chinaman, there lies before him such a wide field of learning and entertaining reading that he loses all taste for his own difficult and jejune literature. Mr. Ngan commences his study of English, after having won the highest academic honors conferred at Peking. He is yet young, and pursuing English studies in America cannot fail to become a fair English scholar. On his return, he will obtain from his countrymen that respect which is paid only to men of high literary standing, and being one of the literati, his advancement will give no umbrage to that class, who rather will be proud of him; and as he may be considered a protegé of the Government, great distinction probably awaits him. He is a Cantonese, the son of a district magistrate. At the early age of twenty he succeeded at the Provincial competitive examination for Master of Arts, at twenty-four he obtained at Peking the Han Lin degree, answering somewhat to LL.D. He was employed as a Secretary in one of the Public Departments at Peking, when the Tsung-li Yamên nominated him with eight others to the Throne, as fit to be entrusted with carrying out the new programme of Imperial improvement, the publication of which attracted so much attention a few months ago. We cannot conclude this note of Mr. Ngan, who is now in his twenty-ninth year, without alluding to a bit of romance. On his attaining academic distinction at Peking, a Cantonese Viceroy (Ho King, late Governor-General of the Two Kiang) having a ward, his niece, who was marriageable, conferred her in marriage on the scholar who had brought distinction on Canton. What a stimulus it would be to young men in our Universities, if the land were to confer prizes after this fashion on those who carry off literary honors!—*N. C. Daily News.*

MR. WADE AND THE TERMS OF SETTLEMENT.

The following notification is published in the *N. C. Daily News*:—

The undersigned has much pleasure in publishing for general information the accompanying copy of a despatch just received from T. F. Wade, Esq., H.B.M.'s Minister Plenipotentiary, &c., &c.,

W. H. MEDHURST, Consul.

H.M. Consulate, Shanghai, 17th Oct., 1875.

Shanghai, 17th Oct., 1875.

Sir,—I have to request you to state, for the information of Her Majesty's subjects at this port, that arrangements have been made which enable me to allow Mr. Grosvenor to proceed without farther delay to Yunnan, in order that he may be present at the investigation of the circumstances of the attack on Colonel Browne's mission and the murder of Mr. Margary.

Mr. Grosvenor's long detention, and the fact that I was known to be engaged in negotiations bearing more or less on the matter of his mission, have not unnaturally excited apprehensions which will, I hope, be set at rest by the announcement I have authorised you to make. I should not here refer further to the negotiations in question, did I not conceive it expedient to set speculation on one point at rest. I hear it rumoured that I have signed a convention by which British Trade was to be materially influenced. This is not the case. I have availed myself of the opportunity to insist very earnestly upon the duty of more perfectly observing various Treaty provisions, indifference to which has been so frequently matter of complaint; notably of those that bear upon the taxation of our trade. Were the conditions of the Treaty, as it stands, to be fulfilled, there would, of course, be no occasion for a convention. Were it shown to be expedient to modify the existing conditions of the Treaty affecting trade, a convention would be, doubtless, necessary. But no convention could be operative, that had been negotiated by myself, or the Representative of any Treaty Power, single-handed. Foreign Trade in China is a common property, changes in the regulation of which, to be effective, must have been duly considered and accepted by all alike. What I have striven to obtain, therefore, in this direction, is a formal engagement on the part of the Chinese Government that enquiry should be made into the question of Taxation of Foreign Trade, whether at the Consular Ports or beyond their limits, and that a Report should be prepared on which, were it found otherwise impossible to rectify practices at present objected to, modification of existent conditions might be negotiated. An engagement by which I hope that the desired object may be attained, has been conceded.

You are at liberty to publish this despatch.

Your obedient servant,
THOMAS FRANCIS WADE.

W. H. Medhurst, Esq., &c.

MEMORIAL AND DECREE ON FOREIGN PASSPORTS IN CHINA.

Memorial on Foreign Passports, published in the Manuscript Edition of the *Peking Gazette*, 10th October:—

Your Majesty's servants Yi-Sin and others (the Prince of Kung and his colleagues of the Tsung-li Yamên,) upon their knees present a memorial to the Throne. In order to the more perfect exposition of [a provision in] the treaties with foreign States, they pray Your Majesty to issue a Decree directing the provincial governments to take cognisance thereof; that it may be obediently adhered to, and departure from it avoided.

They would humbly represent, with reference to the question of foreigners travelling in the interior, that by the express language of the treaties of the several treaty-powers, a passport has to be applied for which is sealed by a Chinese authority. Persons holding passports are to produce them for inspection as occasion may demand when they are travelling, and, inspection made, they are to be allowed to proceed, and must not be hindered or detained to their inconvenience. It is farther laid down that where a passport has been lost, or where a passport is not genuine, or where a breach of law is committed [the foreigner concerned] is to be handed over to the nearest consul, that action may be taken, but that [such a person] is simply to be taken charge of, and is not to be maltreated (or, cruelly used.) It is farther laid down that passports shall be issued only to respectable persons, or, as in some treaties it is set forth, that no person not being respectable and of peaceable character, is on any account to be given a passport.

Such are the provisions of the treaties, which with slight variations are on the whole identical; their general aim being simply to enable the local authorities to comprehend exactly how the treaty affects persons carrying passports, and in what manner they are to deal with them under different sets of circumstances.

In the case of the British Interpreter, Margary, who was murdered on the frontier of Yunnan, Your servants have had the honour to receive a Decree from Your Majesty, directing Li Han-ch'ang to proceed thither, to make enquiry and take action. How it was that he came to be murdered, there will, of course, be no difficulty in establishing. As the water descends, the rock will appear. Meantime, however, while the facts are being ascertained, it is too possible that the authorities in the provinces, not understanding what the treaty provision really means, may be led by this case to entertain misgivings, each one doubting what course his colleague may pursue, (1) and instead of affording protection to persons entitled to it, may abstain from affording such protection for fear of difficulty; or that from the circulation of false statements passed on from one to the other of the common people, some fresh complications may arise. Against either event it is but a duty to take precaution, and it therefore behoves [Your servants] to place the truth before the Throne, and to request Your Majesty to issue a Decree commanding the high officers in Chihli and the other provinces to transmit orders to the local authorities, one and all, to inform themselves without fail of the real meaning of the treaties, and to take whatever action may be proper under this or that set of circumstances; that so (2) both native and foreigner may be set at ease.

The treaties of the different treaty powers have earlier been forwarded by Your servants' Yamên to the provincial governments, and if Your Majesty now approve [the prayer of their memorial], the Yamên will farther forward to the provinces copies of the articles contained in the several treaties in which the protection of persons travelling under passport, and other proceedings affecting them, are provided for, with instructions that orders be passed on to the local authorities to act uniformly in accordance therewith.

Upon their statement of the reasons why the treaty provisions should be more perfectly explained (or declared) prostrate they beg the sacred glance of Their Majesties, the Empresses, and the Emperor.

A respectful memorial.

The *Peking Gazette* of the 9th October, contains the following Imperial Decree:—

The Yamên of Foreign Affairs has memorialized Us, setting forth in distinct terms the provisions of the Treaties with different countries, and requesting that injunctions be laid upon the Governments of all the Provinces to act in obedience [to these stipulations.] With reference to [the privilege enjoyed by] foreigners of travelling in the interior, it is distinctly provided in all the Treaties that passports must be taken out, which must be impressed with a Chinese Official seal, and which must be presented for inspection whenever required, whereupon passage will be granted. It is furthermore stipulated that in the event of any unlawful act being committed [by the bearer of a passport] he shall be handed over to the nearest Consul to be dealt with, being subjected only to the necessary restraint while on the journey, but not allowed to be maltreated. Passports are not to be given to any but persons of respectability.

The Treaty provisions are distinct in the extreme, and there should be no difficulty on the part of local authorities in taking action with regard to them as may be necessary. In the case which has lately occurred, of the British Official Interpreter Margary, who has been murdered on the frontier of Yunnan, we have already appointed Li Han-chang to proceed without delay [to that province], in order to ascertain by whom the murder was committed, and to take action. After [the promulgation of this Decree] it will be an imperative duty with the Governors-General, and Governors of all the Provinces, to issue instructions to all the local officials under their control, directing them to take cognisance minutely of the intention of the Treaties [and enjoining upon them that], whenever persons provided with passports enter their districts, it is incumbent upon them to take measures effectively, as circumstances may direct, in conformity with the Treaty provisions. By this means tranquillity will be secured to Chinese and Foreigners alike, and causes of misunderstanding will be prevented from arising.—*N. C. Daily News.*

MEMORIAL REGARDING INTERCOURSE WITH FOREIGN MINISTERS IN CHINA.

The following is the Memorial of the Tsung-li Yamên, which appeared in the manuscript copy of the *Peking Gazette*, on the 29th September, 1875:—

Your Majesty's servants Yi Sin and his colleagues (the Prince Kung and the Ministers of the Tsung-li Yamên), upon their knees, present a Memorial. They enter with detail into the question of personal intercourse between the Chinese and the Foreigner, and they pray a Decree which, as a declaration from the Throne, may dissipate men's doubts, and hinder suspicions and misunderstandings.

In the 5th moon of the present year, the Yamên of Your servants presented a Memorial, in which they prayed that a reserve might be formed of persons thoroughly conversant with Foreign affairs. They had the honour to receive a Decree, approving this proposition; and at a later period, a second Decree, directing Kuo Sung-tao, Expectant *shih lang* (Vice-President) and Hsü Ch'ien-shên, an Expectant *tao tai* (Intendant) on the staff of the province of Chih-li, wearing the insignia of the 2nd grade, to proceed on a mission abroad.

Prostrate, Your servants would observe that, when praying the formation of a reserve of persons thoroughly conversant with Foreign affairs, the object they had in view was not simply the transaction of business in which Chinese and Foreigners may be jointly concerned. Missions to Foreign states and the question of intercourse lay equally within their prayer. Men's minds in fact must have free access to each other before angry collisions between them can be prevented. If there are to be no collisions they must thoroughly acquaint themselves each with the position of the other.

In the 6th year of the reign Tung Chih (1867), Chih-kang and Sun Chia-ku [subordinates] in the Yamên of Your servants, went as envoys to different states. (1.)

On their return they mentioned that visits had been interchanged between them and the high officers of the different departments of the Foreign States [in question]. Your servants have also been spoken to repeatedly upon the subject by the Ministers of Foreign states residing in the capital; their remark being that as visits were never exchanged between the high officers of State departments and the Ministers of Foreign nations in the capital, it was not astonishing that, when their authorities kept thus aloof, the lower orders should make light of the officials and people of Foreign nations.

Your servants would observe that if visits have so far neither been paid nor received by the high officers of departments in the capital, their practice has been but in scrupulous conformity with the principle that (2) officials have no intercourse [with foreigners]. On the other hand, China has long since entered into friendly relations with Foreigners; missions are being sent abroad; the circumstances of the past and present time are not the same; and though it is not possible to treat [foreign] envoys in every way as they are treated in Foreign States, eastern or western, still it does not for all that appear necessary that there should be no intercourse with them whatever.

It is the duty, therefore, of Your servants to pray a Decree directing their Yamên to consider and decide with the high departments of State the [future] conditions of this intercourse; to the end that the motives suggesting it may be thoroughly comprehended, and that while, on the part of those entering into intercourse, any possible misgivings [on the subject of etiquette] may be more or less prevented, those not yet entering into intercourse, may come to understand the relations of the Chinese the foreigner (3).

Herein is the significance of intercourse between public servants, and it indispensable that all, both native and foreigner, should be made to understand it thus.

[There is another matter to be mentioned.] In the relations of governments of equal dignity, no superiority is [asserted] on either side. But there is a point on which Foreign Governments are not duly informed. It constantly happens that, when in copies of Imperial Decrees, words indicating this or that government are seen to be in the body of the column [the Foreigner] will suspect that the inferiority of his Government is implied. His Government, he fears, will consequently be looked down upon by the officials and people of China.

It has been again and again explained that in Imperial Decrees, as these are commands addressed only to the officials and people of China [no Foreign Government's designation] can lawfully be raised above the column. So, in State letters (sc. of Credence, &c.) [words of the kind] are invariably elevated. In the letters, for instance, that have on different occasions passed between the Sovereigns of China and of Foreign States [the Ruler's designation] has been so elevated on both sides. The word designating the Government of the great Power addressed has also been elevated. The fact that, in the Treaties with Foreign States the words are so printed, is an additional proof [that their equality is admitted.] Why then should a distinction as between superior and inferior be suspected?

It will be difficult, however, notwithstanding the repeated explanations given, to convince every one, Native and Foreigner, of the truth, without a Declaration from the Throne. It is also, too, possible that some ignorant person of bad character may make mischief of the matter.

Herein is the significance of intercourse between governments, which it is indispensable that all, both Native and Foreigner, should be made to understand.

The two questions above submitted have been very carefully considered by Your servants. They are seriously apprehensive lest on one side or the other (4) motives may not be thoroughly appreciated. At the same time [there are practical difficulties to be met], and to carry a measure of formality by force, without due precaution against evils in substance that might ensue from it, would infallibly entail consequences of the most serious importance to Foreign relations; the point it was sought to approach being farther than ever removed; the effort made to gain an advantage having resulted in loss.

[Under these circumstances Your servants] venture to state their views detailedly and explicitly, and, looking upward, they implore Your Majesty graciously to accord a Declaration from the Throne, that may dissipate the doubts of the many, and render the great stake secure (5).

On their proposition, be its merits what they may, they prostrate beg to the Sacred Glance of the Empresses [Regent] and the Emperor.

A respectful Memorial.

The Decree in reply has been copied, (sc. published.)—*N. C. Daily News.*

(1)—More properly *the* different states, namely those in treaty relations with China. The two Envoys named accompanied Mr. Burlingame.

(2)—Quotation from the *Li Ki*, the Book of Obligations and Observances, commonly spoken of as the Book of Rites.

(3)—The precise meaning of the passage is not clear. It seems to be that when the etiquette to be observed has been agreed upon, high officers in Peking and Foreign Ministers will have intercourse. Those not yet in intercourse, it is suggested, are either high officers of the lesser courts, or authorities in the provinces not open to trade. The word rendered *relations* includes all political and commercial.

(4)—The *two sides* are Chinese and Foreign Ministers in the consideration or one of the two questions; and the Ministers of the Tsung-li Yamen and other departments, in that of the other.

(5)—The great stake or board, *ta chü*, is any important matter in hand; here foreign relations. The word *secure* is the verbal rendering of *wei*; properly the rope which binds a net on the four sides, and keeps it together; also used of the four upright columns that give stability to the framework of a house.

JAPAN AND COREA.—PROSPECTS OF WAR.

The following, according to the *Hochi Shinbun*, is the official account of Captain Uyeno, commanding the *Unyokuwan*, of the recent Corean outrage upon the Japanese flag:—

"On the 20th September, the *Unyokuwan* entered the bay of Koka and anchored opposite to the first fort. Soon, a small boat was launched and proceeded towards the second and third forts, in order to make a survey. (The third fort lies at a distance of about three ri from the first). When the boat was opposite the latter, it was suddenly fired upon from the fort. As our small boat could not reply to this discharge, it retreated to the *Unyokuwan*, who steamed towards the fort on the following day, and was herself fired upon. Unfortunately, the tide was then falling rapidly, so that the *Unyokuwan* was unable to return the fire of the fort, which continued to fire furiously on the vessel. The *Unyokuwan* was obliged to retreat in the direction of the second fort, which also fired upon her. Early on the following morning, the *Unyokuwan* approached the coast firing upon the forts, and a body of sailors landed and drove the enemy in disorder before them. Thirty of the Coreans were killed and twelve taken prisoners. Our men set the houses on fire and captured the cannon and muskets. After this the twelve prisoners were set at liberty. Two of our sailors were wounded, and one of them died next morning. On board the *Unyokuwan*, there were thirty six sailors and four engineers."

The *Akebono Shinbun* states that the *shizoku* of the Saga-ken are agitating for a Corean expedition, and that the *Ken-Rei* has been killed by them. A telegram says that a body of the Imperial troops, stationed at the old castle of Kumamoto in the province of Higo, was sent out to put them down, and that a battle was fought between the insurgent *shizoku* and the troops.

The *Mainichi Shinbun* says:—A great misfortune is falling upon our country, which we cannot avoid in anyway. We shall be obliged to declare war against the Coreans. Most of the famous men in Tokio have discussed the uselessness of the proposed expedition. Now, we ask them a question—Can our Government repress the excited spirit of the navy and land forces, and of the *shizoku*, of the various *ken*? If the Government attempt to restrain them there will break out a disturbance, as in the Saga case, which will oblige our government to send forces to Corea.

We (*Japan Gazette*) are informed in a quarter which we usually find reliable that war with Corea is inevitable. Higashi Fushimi no Miya and suite left on Saturday the 9th instant, for the South, and many soldiers also took their departure the same day. As nothing has publicly transpired it may be as well not to state yet as positive facts what has been reported to us as the intentions of the Government. All we will say is that we think war avoidable and unnecessary so far as Corea itself is concerned; but what may be the pressure put upon the Goverment internally we cannot know to its fullest extent. Of course our sympathies are entirely with Japan in such a struggle, and we have great confidence in her being able to carry through a successful campaign in Corea, but that she is justified in embarking in a struggle which can bring her nothing but expense which she cannot afford, we deny.

The *Hiogo News* of the 6th instant states that a rumour has been received that a boat's crew belonging to the *Sylvia* was fired upon by the Coreans and pursued for two days (being in a land-locked position) before it ultimately succeeded in rejoining the ship, which then returned to Nagasaki.

War between Japan and Corea, at the instance of the former, is pretty surely inevitable if the Chinese have their hands occupied as present affairs prognosticate.—*Hiogo and Osaka Herald.*

The telegram received from Mr. Moriyama, the Japanese Envoy to Corea, states that the Coreans are making preparations for war, but that there is no unusual excitement among the Japanese residents at Fusan.

Referring to the Corean question, Nishiyama, a *shizoku* of the Okitama Ken, proposes that his class should be employed in a Corean expedition. He writes thus in the *Choya Shinbun*:—Since the intelligence of the *Unyokuwan* affair has arrived, various complaints have been raised against the *shizoku*, who ask for open war with the Coreans. But a high officer of the Imperial Court has resolved to send out our warships against them, and he is ardently desirous of levying 70,000 new troops. Now, I lay the following remarks before my brother *shizoku*. We have been often reproached and taunted in every newspaper about our pensions. As we have now no business to do for the Government, I desire all our class to petition that *shizoku* alone shall be sent against the Coreans, and that all others who have reproached us shall be excluded from the expedition. Thus shall we close their rude mouths which have been opened against us. One of our brotherhood should be able to subdue them all even as Jingu-Kogo and Hideyoshi did. Make up your minds, and answer me as fast as you can, my brother *shizoku*! And you, lower class men interfere not with us. But you, *kuwazoku*, can come to our consultations if you please.—*Japan Gazette.*

The Imperial man-of-war *Moshun Kan* is about to leave for Nagasaki *en route* for Corea, where she will protect the Japanese settlers.

We have said on one or two occasions that if the late attack on the *Unyokuwan* was provoked by the Japanese surveying the Corean coasts, they had no one to thank but themselves for the outrage. But we have heard it said that there is a provision in the instrument (whatever may be its nature) which determines the relation of the Coreans and the Japanese, to the effect that the latter shall be permitted to survey the coasts of Corea. We think this extremely improbable; but it has come to us from a respectable source, and we give it for what it may be worth.

The grounds of objection to war advanced by the peace party are that the insult levelled at Japan by Corea has been effaced by the punishment it incurred; and that the expense of the war would exceed the available resources of the country. These arguments will meet with general acceptance by foreigners, and by all sober-minded men in the country; though it is impossible to doubt that there is a large party, interested rather in pushing their own fortunes than solicitous about the true welfare of the Empire, who would be only too glad to hear of a declaration of war. Two years ago the Government had to deal with a similar difficulty; the Saga insurrection broke out, and the expedition to Formosa was the means employed to reduce the internal inflammation. (It is curious and gratifying to us to see how completely our translations this week confirm the facts and inferences laid before our readers at that trying time.) But the Government is now stronger than it was in 1873, and the army, largely recruited from a class which bears the *samurai* no love, is better trained, disciplined, and equipped than at that time. The crisis is serious, yet we hope the lesser of two evils will be chosen in case of emergency, and that any class will be punished severely which attempts to force the Government from the level of its mature decision. The risks of 1873 and 1874 must not be run a second time, nor the expenses of those years incurred again. A couple of ships may have to be despatched to Corea to fetch away the Japanese who are residing there, provided they desire to return; but beyond this we sincerely trust that the exchequer may not be put to any expense for this affair. We should have been glad to see matters in a condition which permitted a line of action more in consonance with the general spirit of the nation. But if circumstances distinctly prohibit it, there is only one wise course to pursue. A nation which brings itself to ruin for the sake of revenge, does not exhibit spirit so much as madness; and we trust that the Government will allow no such considerations as those which undoubtedly influenced its action in 1874 to prevent its enforcing its will upon the country on this occasion.—*Japan Mail.*

In our last issue we referred to the attack on the Japanese by the Coreans and the subsequent retaliation of the former, resulting in the destruction of one Corean fort. Through the courtesy of a resident, we have been favoured with the following additional information, which fully confirms the remarks in our last issue. "On the second assault being made by the Japanese, 27 marines were landed from the *Unyo Kan*, armed with snider rifles, who after some firing, succeeded in taking possession of the fort, which is said to have been garrisoned by about 500 men, though probably this is rather an exaggeration. Whatever may have been the exact number in the fort it is sufficient that they could not resist the steady firing of the marines and soon fled in all directions. The fort was entered, and the trophies taken were of a very primitive and mixed character, consisting of about 20 old matchlock guns, similar to these used by the ancient Samurai of Japan: 40 old bronze guns, about the size of small carronades, but of the rudest and most primitive manufacture; half-a-dozen rusty old swords, made of the most common material; one trident standard spear, not unlike the three pronged spears which are to be found at Kirishima-zama, in Heugu; one battleaxe standard, and another mounted with plumes of red hemp. Among other things were three packages of books, written partly in Chinese; and also three miniature guns, manufactured on the breech-loading principle, and mounted on spikes, upon which they were supposed to revolve. Judging from the very primitive appearance of these weapons, it would appear that the breech-loading principle is nothing new to the Coreans, but has evidently been known for ages. If the weapons taken by the Japanese on this occasion may be considered a fair representation of the munitions of war at command of the Coreans, the conquest by Japan of that country, however unwise the attempt might be, would evidently not be an insuperable difficulty. We have not been able to ascertain the intention of the Government of Japan towards Corea, and, in fact, do not think it has yet arrived at any conclusion. It is positive, however, that certain classes look upon the certainty of a struggle between the two countries with infinite satisfaction, and are vain enough to imagine that the Government will be compelled to declare war. Such an issue however, may be quite as remote as was the probability of England declaring war against Japan at the time of the Shimonoseki fiasco. If the attack on the Japanese gunboat was organized and sanctioned by the Government of Corea, there can be only one course open for Japan; but if it was simply an act of bravado on the part of the officers in command of those particular forts, their punishment with an indemnity will meet the merits of the case. Japan is in no condition for war; her resources are wholly inadequate, besides being required for carrying out more pacific and profitable measures; and as we think the Government is alive to this fact, we do not see that there is such a likelihood of a life and death struggle between the two nations as may at first sight appear."—*Rising Sun.*

SERIOUS RIOTS IN CHEKIANG.

A very serious disturbance is reported from the neighbourhood of Shao-hsing, in the province of Chekiang, and about two hundred *li* from Ningpo. The people in the district have been for a long time past in the habit of selling salt without a licence, and a few days ago the local mandarin swooped down upon them. The offenders, however, were too numerous to be dealt with *en masse*, and the yamên-runners contented themselves with pouncing upon one unfortunate man by way of example to the rest. But the general excitement was roused and a very threatening tumult followed. A large and infuriated mob stormed the yamên, and succeeded in forcibly rescuing the prisoner; whereupon the mandarin called out the aid of the military. A detachment of fifty soldiers was marched as far as an open piece of country whither the rioters had withdrawn themselves, and there a pitched battle took place, which resulted in the total discomfiture of the soldiers. The military mandarin in charge was a good deal hustled, and his horse was killed under him. Only one life however was lost,—that of a soldier; and the civil authorities, not being able to find the slayer, have arrested three individuals engaged in the riot, who will be held in durance vile until the true culprit is found.—*Celestial Empire.*

A BRITISH BOAT'S CREW FIRED UPON BY THE COREANS.

A rumour has been received that a boat's crew belonging to the *Sylvia* were fired upon by the Coreans and pursued for two days (being in a land-locked position) before they ultimately succeeded in rejoining the ship, which then returned to Nagasaki. We are ignorant what—if any—action has been taken by H.B.M.'s representatives in consequence.—*Hiogo News.*

The Coreans appear to be the lineal descendants of Ishmael, everybody's hand being against them and their hand against everybody's. We mentioned a rumour some time ago of a new survey of the China Seas under the auspices of Admiral Ryder, and it seems to have been already commenced in a very practical manner. The *Sylvia*, however, which is now surveying the coasts of Corea, came very near losing a boat's crew not long ago. A party of officers and men, while engaged in rowing some distance from the shore, were suddenly attacked by a number of Coreans, who shot at them with bows and arrows. The boat's crew had to row for their lives, for no less a distance than eighty miles, with the savages in hot pursuit. We have not been able to gather further particulars about this strange affair, but these are most important facts. Corea seems to be coming to the fore and to be intent upon making a name for herself.—*Shanghai Courier.*

The report in the *Hiogo News* about a boat's crew belonging to the *Sylvia* being chased by the Coreans is perfectly true. Whether they were fired upon, we cannot say, and it may be presumed that they were thus chased only because they were unarmed. But the outside nations should either come to some practical resolve about Corea or agree to leave her alone. She is quite right to fire upon surveying parties, who would be permitted by no nation in the world to be taking soundings on their coasts. It is not fair that one boat's crew should be chased 80 miles, as was one of the *Sylvia's* boats, and that the lives of another crew should all be placed in the most imminent danger by being covered with the matchlocks and cross-bows of the Corean soldiery within a distance of ten yards.—*Japan Mail.*

Though there is reason why Japan should not be in a hurry to avenge any insult offered her by Corea, or at least to make such insult the excuse for plunging the country into a national war, there is no reason why Corea should be allowed to maintain her present defiant position in regard to all civilised nations. There can be little doubt that the report first published in the *Hiogo News* to which we gave currency the other day, that two boats belonging to H.M.S. *Sylvia* had been attacked by the Coreans, is true. If true, we trust we have not heard the last of the matter, and that Great Britain will insist upon the inhabitants of the coast of Corea being brought under some sort of control and compelled to show civility to foreigners. It is quite time that Corea's ports were opened. Western nations had better insist upon their being opened—or make up their minds not to attempt any intercourse whatever with the country. Either compel her to learn a few lessons in international politeness or leave her entirely alone.—*Japan Gazette.*

THE TRANSFER OF THE P.M.S.S. COMPANY'S VESSELS TO THE M.B.M.S.S. COMPANY.

If the Mitsu Bishi Mail Company does not turn out a brilliant financial success its failure must be caused by internal mismanagement, for never did a public company get a fair start under more favourable auspices. Three weeks ago we noticed the transfer to that company of the vessels of the National Mail Steam Ship Company, and the vessels up to that time run by the M.B.S.S. Co. on commission for the Japanese Government. We have been aware of subsequent negotiations by the Company with the Pacific Mail Steam Ship Company for the purchase of the vessels of the latter running between the coast ports. For the news of the town (the 18th instant), the completion of that purchase, we were not then unprepared, but we most candidly admit that we did not think the negotiations between the representatives of the two companies would be brought to so rapid and complete a termination.

By the new arrangement the three P.M.S.S. steamers *Costa Rica*, *Golden Age*, and *Oregonian*, are purchased by the M.B.S.S. Company. The *Nevada* alone remains the property of the former, and will be chartered by the latter company to carry the through U.S. mail, the specification of the mail contract providing that the mail shall be carried in an American bottom only. The price paid for the transfer by the Japanese company has not yet transpired; but, as the arrangement is one of those which might be perfectly satisfactory to both parties, we trust with some show of reason that buyers and sellers will be equally pleased with their bargain. One of the articles of the agreement stipulates that the through freights of the P. M. S. S. Company from Shanghai, Nagasaki, and Kobe, shall be carried at privileged rates.

The rates for freight and passage, however, have been raised considerably. That they should be raised, when competition ceased, was only natural and proper. It is an admitted fact that the prices which have ruled in the two companies vessels since the inauguration of the Pacific Mail Company's competition have been at rates so reduced as to entail a loss upon each of the competing parties. Still, though they are raised, they do not appear to have been unduly run up, and are considerably lower than they were before the enterprise of the Americans made travelling between Shanghai and Yokohama as cheap as stopping at home. The public may miss the low tariff of charges; but they will have the satisfaction of knowing that an important enterprise, the coast carrying trade, is settled on a healthy basis; and that there is henceforward, financially, just ground of confidence in the company that is carrying it on.

And, as regards the arrangement, whatever it may be, come to for the transfer, the amount to be paid by the native to the foreign company for the latter's steamers, even if the price to be paid should be high, the Mitsu Bishi Mail Company is still to be congratulated in its purchase of a monopoly in a valuable trade, and the removal of a formidable opponent, whose opposition is not likely to be replaced by any other company. So long as the M.B.M.S.S. Co. uses its privileges with moderation, and shows a willingness to consult the convenience and to meet the wishes of the trading and travelling community, so long will it meet with the support of the public, and so long will it be undisturbed by foreign competition. Should it however make an arbitrary and unjust use of its monopoly, other enterprises will not be wanting to put a check on due encroachment. We have heard a rumour that the company proposes to extend its line to Singapore; but we can hardly think that the report is well founded. Until, at least, the affairs of the company are established on a sound basis, until its working machinery is got into thorough and the most economical order, it would do well to defer all ideas of extension. Meanwhile, we wish the company all that success which good management is certain to command for it.—*Japan Gazette.*

HONGKONG.

The past fortnight has been singularly uneventful, and there is little news worth chronicling in connection with the Colony.

Lately, a good many Chinese shoemakers have been busily engaged in Circular Pathway and other bye-streets of Taipingshan making large numbers of cartridge pouches for the Chinese Government. The pouches are to complete contracts made between dealers in muskets in the Colony and the Canton Authorities to supply as many stands of arms as the Colony can produce, each to be fitted out with bayonet, pouch, and belt complete.

On the 25th instant, in Criminal Sessions, Chief Justice Smale passed sentence on a number of prisoners found guilty of piracy and murder at sea. In company with others they boarded and pillaged a junk, after driving the crew and passengers, some 20 in number, below. They then nailed down the hatches and scuttled the vessel. The master of the junk and one other man, who jumped overboard, alone escaped. Three of the prisoners were sentenced to death, two to ten years, and one (a woman) to five years' penal servitude. Two others were acquitted and discharged.

The O. and O. steamer *Gaelic*, which arrived here on the 20th instant, encountered very severe weather on her passage from San Francisco to Yokohama. It will be remembered that this fine steamer got caught in a typhoon on her last voyage from this port to San Francisco, and sustained some damage, though she stood the storm gallantly. Her powers of resistance were almost as severely tried on the return voyage, for on the 20th ult., she was overtaken by a furious gale, accompanied by tremendous seas, which increased up to the 1st instant, when the glass fell to 28.35, lower than when she was in the typhoon between Hongkong and Yokohama. Fortunately she sustained no great injury. The main trysail was blown away and the after part of the wheel house smashed in, but no other damage was done by the storm. From Yokohama to this port fine weather was experienced the whole distance.

CANTON.

(*From our own Correspondent.*)

18th October.

The feud between the weavers' guilds has not yet been settled. Your readers will remember that during the recent fight a boy was accidentally killed. I understand that one of the ringleaders in the affray has been arrested by the Namhoi magistrate, and will probably experience decapitation.

I hear there has been a fatal fire in Fatshan, a town some ten miles distant from this city. It occurred on the 13th instant, and originated, as in most cases, in the cook-house attached to a dwelling-house. It is reported that three or four children were burnt or crushed to death. Several men were also injured. The fire was subdued with great difficulty.

FOOCHOW.

We learn, with much pleasure, of the promotion of Monsieur Giquel, to the rank of Commander of the Legion of Honour.

The case arising out of the attempted fraud at the Examinations, reported in our last issue, remains unsettled. It is now said that the principal culprit hopes to escape on comparatively easy terms, though why he should be allowed to do so is hardly apparent.

We understand that a date for the coming Autumn Meeting of the Fohkien Race Club has not yet been fixed, owing to the uncertainty which exists with regard to the commencement of training. The Tartar Camp has, we believe, been applied for, but its use cannot be granted at present, as the ground will be shortly required for a review of troops by the Tartar General. A fair field of griffins may be looked for—if riders can be found.

We learn of a trifling accident to the British barque *Georgina*, while on her passage from Hongkong to this port in ballast. It seems that during the night of the 23rd—24th ultimo, she touched the Pratas Shoal, but was shifted into deep water almost immediately. On the arrival of the vessel in port she was docked, when it was found that she had escaped injury to both keel and hull—only a few sheets of metal having been removed from the fore part of the keel. Our informant states that great credit is due to Captain Romney for the skilful manner in which he handled his vessel in the trying emergency.

The foreign drilled battalion, under the command of Captain McMahon, turned out on the 11th instant for inspection by Generals Chung and Tuck. The men, on the whole, went through their movements very creditably, but the marching was, as usual, far below the standard. The bare legs of some of the men, and a number of loose trousers—flying in the air—did not favorably strike our unprofessional eye. Compared, however, with a few companies of gingal men, whose evolutions, or rather antics, we witnessed subsequently, Captain McMahon's men did wonders, and we quite felt that the foreign officer deserved the warm praise accorded to him by the inspecting generals.

The Great Northern Telegraph Company have entirely suspended operations on the line to Amoy, pending notice from the Chinese Authorities that the necessary protection will be given to the construction party. The higher officials are now, we believe, quite willing to carry out the contract, but have to contend with fierce opposition from the *literati* and petty Mandarins. Anonymous placards appear nearly every day in the different towns and villages on the route, calling upon the people to resist the innovation.

We are now in possession of more definite information with regard to the mutiny and murders on board the German schooner *Anna*. It appears that the vessel was seized by the Chinese crew, consisting of six Foochow men, on the 23rd ultimo, a little to the north-west of the White Dogs. The captain and mate were, we regret to add, murdered, and their bodies thrown overboard. The vessel was then run in amongst a group of islands some 40 miles north of Matson, and anchored on the 25th ultimo under an island called Hse Yung. Here, the cargo was transferred to fishing boats, and generally dispersed among the island villages. The crew, as nearly as can be ascertained, after making the most they could out of the cargo, returned to their homes—three of them being natives of a small village a little below Pagoda Anchorage, and the other three of a village in the Changlok district, some eight or ten miles from the Pagoda. One of the three who belongs to the village nearest the Anchorage was arrested by *Mao* (Wai Yuen) and his police the night before last, and handed over to the Min magistrate, on the 13th instant. The arrest of this one is almost sure to lead to the capture of all the others. No part of the cargo has yet been recovered—unless some was found by the German gunboat *Cyclops*, which reached the Anchorage on the 13th instant. *Mao* (Wai Yuen) is the assistant of the Tung San Chü, stationed at Mamoi, and is a most active and energetic young officer. He deserves great credit, we understand, for the energy and good will he has displayed in this matter. We cannot close this brief notice without also commending the energetic action of the United States Consul—to whose promptitude the result now recorded is mainly due.—*Foochow Herald.*

SOOCHOW.

October 9th.

I happen to live between the bridges of "Great Peace" and "Good Luck;" the former of these slumbers peacefully enough, but the latter seems to be inappropriately named. During the short period of a century (according to tradition) the houses on each side have been three times burned down. Of a big fire which happened a few days since, however, the cause has been ascertained. As you look straight down the canal, on the other side of the city wall, you see the glittering roof of a newly-erected Joss House, on the centre of which is a ball of fiery colour. This is now ordered to be painted black to guard against future trouble!

This morning his Excellency Wu, the Governor of Kiangsu, returned from the Nanking examination. His boat was towed by a steam-tug. Quite a number of (pop)-gunboats went out yesterday to receive him, and on his landing cannon were fired, flags waved, and the military drawn up in a crooked line. It is surprising, the extent to which small steamers are used by the high mandarins; I have counted three or four at the West Gate at once. It cannot be long before the people are permitted to use them. With fine water communication between Soochow and Shanghai it seems that a railway will scarcely ever be needed. A line of small steamers could do a most lucrative traffic. On the Long Boat the Chinaman pays fifty cents besides his rice for three days; at $1.00 fare, and the trip from breakfast to dark, all the small craft would be supplanted. A small boat could be constructed to carry hundreds.—*Shanghai Courier* Correspondent.

SHANGHAI.

The British ship *Leander*, which arrived in the river on the 10th inst., has made the round voyage, from Shanghai to New York, thence to London, Sydney, and back here, in exactly 11 months. Her passage from Sydney to this port was made in 38 days.

The *Peking Gazette* of the 29th September contains a quaint report of a Liu-chiuan junk having drifted ashore on the Shantung promontory. Nothing extraordinary so far. But it is curious to find the Governor of the Province reporting such an incident to the throne, and apologising for having sent the junk straight home instead of viâ Peking.

The opium hulks *Ariel* and *Waterwitch* were towed from their moorings on the 16th instant, the former to the Old Dock and the latter to moorings below the shipping preparatory to going to Chinkiang, for use as a hulk by the China Merchants' Company. The removal of these two ships has opened up the appearance of the Bund wonderfully, an improvement that would be much enhanced if all were removed either to the Pootung side or elsewhere.

The diving operations upon the wreck of the steamship *Japan* are discontinued for the season, the weather being too boisterous to admit of their being carried on during the N.E. monsoon, and Captain Roberts has returned to Shanghai. We understand that there is a strong probability of the treasure chest being recovered.

The rival steamer companies running to Japan appear to have come to an understanding at last, and advertise rates of passage-money rather more than 100 per cent. in excess of those which have prevailed for the last six months. The public will congratulate themselves that the understanding was not arrived at till after the summer. Chefoo hotel-keepers will hope that it may be maintained during next summer.

We learn by late advices from Tientsin, that Ting Jih-chang, instead of availing himself of the steamer sent to convey him direct to Foochow, has determined to make the trip overland. Age, infirmities, and a dread of sea-sickness, are said to have influenced him to adopt this course. He is expected to reach here toward the close of the present month, and as his appointment is made to include the Arsenal at Shanghai, as well as that at Foochow, he will doubtless delay here some time en route to the latter city, which he will most likely make his residence. Ting is a man of considerable ability, and it is expected by the Chinese that his administration will be one of vigour, progress, and improvement in the right direction.—*N. C. Daily News.*

CHINKIANG.

Messrs. Spencer & Wolff write on the 13th October:—We have again to report a week devoid of all animation. Some few country dealers are here, but they have not decided yet what they want, or rather, by holding out a few days they hope to be able to purchase at their own rates. *Grey Shirtings*—Medium to common 8½-lb. makes are the only kind saleable. *T-Cloths*—Still continue immoveable. *English Drills*—have been readily placed as they arrive, at Tls. 2.35 to 2.40 for 14-lbs. and Tls. 2.41 to 2.46 for 15 lbs. *Sandalwood*—Is in rather better enquiry, and sales are reported at Tls. 3.60 to 3.95. *Malwa Opium*—A moderate demand exists at Tls. 445 to 452.

KIUKIANG.

Three days ago a grand review was held here, by the Chên-tai, of the troops under his command, and I am bound to say that a finer body of Chinese soldiers it has seldom been my lot to see. The Hankow Cricket Club have challenged us to a match, and we are going to Hankow to play them on the 25th, so I leave you to imagine the daily practices that are progressing. The new hulk of the China Merchants' Steam Navigation Company arrived here on the 8th instant, and is anchored a little ahead of the place where lie the remains of her predecessor, which was burnt last year. The Company are going to try and drag the wreck ashore, but it is no easy task to get her off her muddy bed. The day after the arrival of the new hulk a big junk got foul of her and carried away one of her masts in the endeavour to get free. H.M.S. *Swinger* arrived here on the 10th, and we are hoping that she will be stationed with us all the winter.—*Shanghai Courier.*

HANKOW.

15th October.

Had I thought that a feeble account of a still more feeble cricket-match between the community and a gunboat—or of a rifle-match between the gunboat and the community, would really have interested your readers, I should probably have favoured you, Mr. Editor, with more of my sparkling effusions than you have lately received. But there is a limit even to the resources of an occasional correspondent. To-day I have nothing more important to write about than Soulie's Circus. This wonderful entertainment is conducted by Monsieur the Proprietor, Madame the Proprietor's wife, an infant Wonder and an unprepossessing factotum. The Chinese showed their sense of humour the other day by pulling down the shed—pavilion, I should say, —during the second performance, which they probably considered a discredit to civilisation. Such is the benighted condition of these poor but honest folk! and the Municipal constable got his head broken for trying to restore order. The Circus is now surrounded by a stout fence of poles, erected at the expense of the Taot'ai, who stumped up Tls. 50 as a salve for Monsieur Soulie's wounded feelings. Nor are we without our social amenities and pleasantries. We have a Rifle Club, a Defence Corps, and a range. The Rifles claim the ownership of the range, and so does the Defence Corps; and after the requisite amount of squabbling the matter is brought before Her Majesty's Consul, who decides in favour of the Defence Corps. The races are to come off on the 3rd and 4th November, and training is going on with dreadful energy. The theatre is being put in order for the winter performances, which promise to be quite up to the usual standard. The management has been undertaken by an esteemed member of the community lately returned from Newchwang, who is the best man *par excellence* for that sort of business in China. I therefore need not further particularise him. —*Shanghai Courier* Correspondent.

TIENTSIN.

7th October.

From information which has been received here to-day from Peking, there is reason to believe the state of affairs is more satisfactory than it has appeared to be for some days past. It now looks probable that Mr. Grosvenor's Mission of Enquiry will be enabled to proceed without delay to Yunnan. This, of course, implies the satisfaction of preliminary requirements, the details of which are not yet known. The Governor-General Li Hung-chang arrived at Peking on the 3rd inst. and called on Her Majesty's Minister on the following day. He has likewise had several conferences with the Tsung-li Yamên, beside audiences of the two Empresses.—Correspondent *N. C. Daily News.*

October 12.

A vast amount of speculation continues to be wasted day by day as to the exact complexion of the political situation, but the amount of precise information in the possession of any given individual, or all given individuals combined, could be "collected on the inner pupil of a gnat's eye, without causing him to wink." Every day for the past week Mr. Wade has been arriving to-morrow at daylight, although no one has the least idea where he is going or what for. The truth is, that not simply Shanghai newspaper-men and merchants, but the large and intelligent foreign community all over China, are become weary of the tedious dalliance, the sporadic jets of firmness, the incommunicable mystery, and the nugatory thrusting forward into inept prominence, as if they were relevant and timely, of side issues, which have no more connection with the true point to be settled than have the constituent parts of a Bologna sausage with one another—the unity in each case resulting from excessive pressure. There is reason to believe that not private individuals alone are dissatisfied with the present menacing aspect of diplomatic relations, but the foreign Legations as well; though what the private individuals or the Legations propose to do about it remains to be seen.

War has been declared at the foreign settlement of this port within a day or two past, between four nations; to wit Japan and Corea, and between Great Britain and Russia. As it is not yet regarded as quite certain what are the grounds of provocation in the latter case, in the absence of any confirmatory intelligence from quarter of the globe, the "nationals" of the respective powers have delayed mutual massacre until further tidings from Shanghai and the Pagoda Anchorage.

It is whispered that one of the steamers which recently reached here from Shanghai, somewhat in advance of expectation, was hurried forward to secure the downward passenger traffic sure to result from the withdrawal of the British Legation from Peking, which was supposed to inaugurate a general hegira. The steamer arrived on time, but the stampede did not take place.

Archimandrite Palladius from Peking has been making a visit to his parishioners at this port, and Bishop Russell of Ningpo, who has lately returned from a visit to the Capital, goes down by the *Shantung*.

A widespread and profound regret pervades the entire foreign community of Taku and Tientsin as well as that of Peking, at the prospect of the possible loss in future of the regular visits of Captain M. F. Patterson of the *Chihli*. On a route singularly fortunate in the excellence of its captains, no one has been more respected, beloved, and universally popular than Captain Patterson. In a long experience of coast navigation, this modest man and skilful commander has endeared himself to hundreds of his passengers, and to multitudes of others not his passengers, all of whom feel that the peculiar position which he occupied is one which cannot possibly be filled again, and that his loss from the coast of China is one which neither the travelling public, nor the Company which he has so long and faithfully served, can afford.

Mr. Wade and Mr. Mayers arrived from Peking this afternoon, and go somewhere per *Shantung* to-morrow morning. The *Dwarf* left this port yesterday for regions unknown.—Correspondent *Shanghai Courier*.

PEKING.

30th September.

Cold weather has now fairly set in. Fans have disappeared. The mat awnings that shaded the courts and houses in summer are everywhere taken down and carted away along the street. Everywhere, too, you meet people carrying a little roll of blue cloth in one hand or a large bundle of white new cotton, folded together and bound by a string, in the other. As you pass the doorway of yards, you may see the khang straw mat spread out, and a woman shaping out and sewing up wadded garments which even now have an attractive look about them.

Peking as a city has shown signs this year of unwonted prosperity. Much building, in a small way, has been done. Shops not tenanted for years before have been painted, gilded, papered up, and opened. Waste pieces of ground have been enclosed. Actually the public roads are having some attention paid them, and are being raised above the rain-flood water-mark. The surest sign of the prosperity of the place is the flourishing state of the building yards. New yards are opened, and the old ones look more lively. Whence comes all this prosperity? Is it better trade, better harvests, better times for the nation generally? It may be; but I am afraid one cause of the apparently flourishing state of things is the nation's disaster in the end of the career of the late Emperor. When he came of age and married, large sums were spent in many ways, much of which was spent in the city. Then again his death, and that of the Empress, necessitated the erection of tombs, and created many other expenses which also benefitted Peking. Perhaps, however, these events are not sufficient to account for the increased prosperity, but they have something to do with it.

Silver continues to rise. Some years ago it changed at something over eleven tiao per tael, now it has been changed at over fourteen.—*N. C. Daily News* Correspondent.

October 2nd.

The southern papers have correspondents who write so confidently about the settlement of our difficulties with this Government that I feel almost ashamed to write, and say that matters have not been definitely arranged unless within the last twenty-four hours. Some progress has doubtless been made. Since I reported that matters looked peaceful they have had a warlike tendency. Now again we feel more confident that we shall pass the winter in Peking. The *Gazette* three days ago notified to the public that the Foreign Office had memorialised the Throne on certain matters affecting China's relations with other Powers, and that Jove had nodded his head. In a few days I suppose we shall see the Memorials, which report says were written under foreign supervision. From the notice in the *Gazette* however it is clear that the social relations of the foreign Ministers with the Chinese higher circle are to be amended; so the next thing will probably be that we shall hear of a State ball, in which the British Minister will lead off with the Princess of Kung and His Russian Excellency with the Empress Dowager. All here agree that present troubles are probably tided over, but that we may look out for squalls six months hence when the details of the new arrangements are being worked out. Mr. Grosvenor proceeds to Shanghai to await instructions.

October 9th.

Until the beginning of this week affairs here looked very warlike; at least it seemed as if the Chinamen at the Foreign Office meant to shew fight, but on Sunday last a *Deus ex machinâ* appeared in the form of Li Hung-chang. After two day's consultation at the Foreign Office it is said that Li not only succeeded in inducing the Ministers there to yield to the demands of England, but even to do it gracefully. We are in hourly expection of seeing the issue of an edict in the *Gazette* signifying that it is the baby-Emperor's pleasure to grant what he has not the power to deny. The British Minister's departure for Tientsin has been announced on two or three days this week. The delay is evidently on account of the expected Edict. If the terms are satisfactory all will be well for the present. If not, there will be, I suppose, more debates at the Foreign Office and more attempts on the part of those officials to hoodwink the British Lion; but I think the noble animal is too much aroused to make such trifling safe, and the sagacious Li is probably aware of this fact. The people here say that Li has sided with the English in this matter with the view of provoking his colleagues and so managing to cause a rupture, amid the confusion of which he might float to the top with the aid of British bayonets. At present, however, it seems that Li's aim, if indeed he had any such thought, has been defeated by the facility with which the Foreign Office fell in with the views which he put forward.—*Shanghai Courier* Correspondent.

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KYLE & BAIN,
Proprietors.
510 Hongkong, 20th May, 1875.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1861

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THE CHRONICLE AND DIRECTORY FOR 1875.
THIS Work, in the THIRTEENTH year of its existence, is
NOW READY FOR SALE.
It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.
In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875 has been further augmented by a
CHROMO-LITHOGRAPH
OF A
PLAN OF VICTORIA, HONGKONG;
THE
FOREIGN SETTLEMENTS OF SHANGHAI.
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NEW CODE OF SIGNALS IN USE AT THE PEAK;
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(*Designed expressly for the Work,*)
MAPS OF HONGKONG, JAPAN,
THE
SILK WORM DISTRICTS,
THE
ISLAND OF FORMOSA
AND OF
THE COAST OF CHINA;
ALSO, THE
NEW CODE OF CIVIL PROCEDURE—HONGKONG;
besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.
The Directory is published in two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.
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London	Mr. F. ALGAR, Clement's Lane,
„	„ GEO. STREET, 30, Cornhill.
„	Messrs. BATES, HENRY & Co.
San Francisco	Mr. L. P. FISHER, 21, Merchants' Exchange.
New York	Messrs. S. M. PETTINGILL & Co., 37, Park Row.

Hongkong, 2nd January, 1875.

Vessels on the Berth.

FOR MANILA (*Direct.*)
THE Spanish Steamship
"LEONOR,"
Captain Diaz, will be despatched for the above Port TO-MORROW, the 29th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
5d 1589 Hongkong, 25th October, 1875.

FOR BANGKOK.
THE Steamship
"RAJANATTIANUHAR,"
Captain Hopkins, will be despatched for the above Port TO-MORROW, the 29th instant, at 5 P.M.
For Freight or Passage, and First-class Accommodation, apply to
YUEN FAT HONG,
Agents.
5d 1586 Hongkong, 25th October, 1875.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.
THE Company's Steamship
"ANTENOR"
will be despatched on or about the 29th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1573 Hongkong, 28th October, 1875.

FOR COOKTOWN AND SYDNEY,
Taking Cargo also for MELBOURNE.
THE Eastern and Australian Mail Steam Company's Steamer
"BRISBANE,"
Captain R. Balfour, will be despatched as above on SATURDAY, the 30th instant, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
9d 1581 Hongkong, 22nd October, 1875.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, *viâ* SUEZ CANAL.
THE Company's Steamship
"NESTOR"
will be despatched on or about the 30th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1574 Hongkong, 21st October, 1875.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"NAMOA,"
Captain Westoby, will be despatched for the above Ports on SUNDAY, the 31st instant, at daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
1590 Hongkong, 25th October, 1875.

FOR LONDON,
(*Via* SUEZ CANAL.)
THE Steamship
"GLENEARN,"
due here from Shanghai on or about the 5th proximo, will receive immediate despatch as above.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
7d 1597 Hongkong, 27th October, 1875.

FOR SAN FRANCISCO.
THE A 1 British Barque
"ZEPHYRUS,"
Captain Williams, will load here for the above Port, and will have immediate despatch.
For Freight, apply to
MELCHERS & Co.,
Agents.
1545 Hongkong, 15th October, 1875.

FOR LONDON.
THE French Bark
"ADMIRAL DEVOULX,"
Captain Carrique, will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1539 Hongkong, 15th October, 1875.

FOR NEW YORK.
THE A 1 American Barque
"MORRO CASTLE,"
Captain Jewett, having the greater portion of her Cargo engaged, will load here and at Whampoa, and receive quick despatch.
For Freight, apply to
OLYPHANT & Co.
1531 Hongkong, 12th October, 1875.

FOR NEW YORK.
THE British Bark
"HARWICH,"
Captain Dadfield, will load here and at Whampoa as above.
For Freight, apply to
HEARD & Co.
1477 Hongkong, 30th September, 1875.

FOR NEW YORK.
THE A 1, British Clipper Ship
"THYATIRA,"
Captain Mackay, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to
RUSSELL & Co.
1438 Hongkong, 21st September, 1875.

FOR LONDON.
THE A-1-15 years British Ship
"MELBREK,"
Capt. T. Peirce, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1400 Hongkong, 14th September, 1875.

FOR NEW YORK.
THE A 1 American Ship
"MIDNIGHT,"
G. Wallet, Master, will load here and at Whampoa, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1390 Hongkong, 13th September, 1875.

FOR LONDON.
THE A 1 British Barque
"ENGLAND'S GLORY,"
Knight, Master, will load here, at Whampoa, and at Macao, and will have quick despatch as above.
For Freight, apply to
A. MacG. HEATON,
OR
DEACON & Co.,
Canton and Macao.
1349 Hongkong, 3rd September, 1875.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1026 July 7.

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Neatly Bound,..........$2.00
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榮記煤炭
WING-KEE COAL SHOP.
THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1447 Hongkong, 23rd September, 1875.

NOTICE.
IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.
The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.
Hongkong, 23rd February, 1874.

Vessels on the Berth.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GEELONG," Captain FRASER, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 28th October, at Noon.
Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 27th.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.
The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 15th October, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.
THE S.S. *GAELIC* will be despatched for San Francisco, *viâ* Yokohama, on MONDAY, the 1st November, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.
Connection is made at Yokohama with Steamers from Shanghai.
Freight will be received on board until 4 P.M. of the 31st instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.
Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.
For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, October 1st, 1875.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS, AND PORT LOUIS.
ON THURSDAY, the 4th November, 1875, at Noon, the Company's Steamship "*AVA*," Commandant FLEURIAIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 3rd November, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 25th October, 1875.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
THE S.S. "*CITY OF TOKIO*" will leave Hongkong for San Francisco, via Yokohama, on MONDAY, the 15th November, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via OVERLAND RAILWAYS.
A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.
At New York, Passengers have selection of various lines of Steamers to England, France, and Germany.
Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, 16th October, 1875.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.
THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

ROYAL INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1780 Hongkong, 28th October, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.
CAPITAL AND SURPLUS 800,000 TAELS.
POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital; and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

Post-Office Notifications.

A mail will close
For Bangkok.—Per *Rajanattianuhar*, to-morrow, the 29th inst., at 4.30 P.M.
For Cooktown and Sydney.—Per *Brisbane*, on Saturday, the 30th instant, at 11.30 A.M. At private ship rates, viz., 8 cents per ½ ounce.

MAILS BY THE ENGLISH PACKET.
The English Contract Packet "*GEELONG*" will be despatched with the Mails for Europe, &c., on THURSDAY, the 28th October.
The following will be the hours of closing the Mails, &c.:—
Wednesday, 27th October,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.
Thursday, 28th October,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage, until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.
11.50 A.M., Posting on Board ceases.
ALFRED LISTER,
Postmaster General.
General Post-Office, Hongkong, 15th October, 1875.

MAILS BY THE UNITED STATES' PACKET.
The United States' Mail Packet "*GAELIC*" will be despatched on MONDAY, the 1st of November, at 3 P.M., with the Mails—
For Yokohama, San Francisco, the United States, and the United Kingdom.
The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.
Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.
The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.
Correspondence addressed to Yokohama and the United States must be superscribed per "*GAELIC*," and that addressed to the United Kingdom must be superscribed "*viâ San Francisco*."
ALFRED LISTER,
Postmaster General.
General Post Office, Hongkong, 19th October, 1875.

MAILS BY THE FRENCH PACKET.
The French Contract Packet "*AVA*" will be despatched on THURSDAY, the 4th November, with Mails to and through the United Kingdom *viâ Marseilles*, to Europe, Saigon, Singapore, Galle, Australia, New Zealand, Aden, Seychelles, Reunion, Mauritius, Suez, and Alexandria.
The following will be the hours of closing the Mails, &c.:—
Wednesday, November 3rd,—
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.
Thursday, November 4th,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) *addressed to the United Kingdom or to Singapore* may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.
ALFRED LISTER,
Postmaster General.
General Post Office, Hongkong, 23rd October, 1875.

The following reduced Rates of Postage will take effect from this day:—

	Letters. Cents.	Newspapers. Cents.	Books & Patterns. Cents.
PORTUGAL,— Viâ Southampton	34 per ½ oz.	6	6 per 2 oz.
AZORES ISLANDS,— Viâ Brindisi, Viâ Marseilles	40 per ½ oz.	8	14 per 2 oz.
Viâ Southampton	34 per ½ oz.	6	8 per 2 oz.
CANARY & MADEIRA ISLANDS,— Viâ Brindisi, Viâ Marseilles	34 per ½ oz.	8	12 per 2 oz.
Viâ Southampton	28 per ½ oz.	6	6 per 2 oz.
HONOLULU AND HAWAII,— Viâ Brindisi, Viâ Marseilles	36 per ½ oz.	10	14 per 2 oz.
Viâ Southampton	30 per ½ oz.	8	8 per 2 oz.

ALFRED LISTER,
Postmaster General.
General Post Office, Hongkong, 5th August, 1875.

The Postmaster at San Francisco has given notice that letters despatched from this Colony (whether through the Post Office, or as consignees' letters) by the United States Mail Packets, will not be forwarded to any places not within the United States unless the proper Postage from America to such places be prepaid in *American* Postage Stamps, but will be returned to this Office.
Such letters should either be prepaid in both Hongkong and American Stamps as above, or posted to an Agent in the United States.
This notice chiefly applies to the following places, the American rates of Postage to which are as follows:—

	Letters. Cents.	Newspapers. Cents.	Books. Cents.
Honolulu	6 per ½ oz.	2	4 per 4 oz.
Brazil	15 „ ½ oz.	—	—
Peru, Chili, &c.	22 „ ½ oz.	—	10 per 4 oz.

ALFRED LISTER,
Postmaster General.
General Post Office, Hongkong, 12th July, 1875.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.
The undersigned would call the attention of boxholders to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a Chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.
It is not generally possible to *count* the letters sent in sealed boxes (except where there are only three or four) and therefore the Post Office receipt to such an entry as, "47 for London, 15 for Calcutta, 3 for Penang, 5 for Singapore," must be taken to mean no more than what is stated, viz., that *one box* was duly received.
ALFRED LISTER,
Postmaster General.
General Post Office, Hongkong, 6th September, 1875.

It is hereby notified that the postage chargeable upon *Paid* Letters addressed to France will henceforward be 12 cents per quarter ounce when forwarded by French Mail Packet, and 18 cents per quarter ounce when forwarded by British Mail Packet.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified for general information that the Postage (which must be paid in advance) upon letters addressed to Prince Edward Island, will henceforward be as follows, viz.:—
When forwarded viâ Brindisi..........42 cents each half-ounce
When forwarded viâ Marseilles..........36 cents each half-ounce
When forwarded viâ Southampton..........28 cents each half-ounce.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

Printed and Published by WILLIAM H. BELL, Wyndham Street, Hongkong.